

IMAGES OF  
**HAMPSHIRE AND  
ISLE OF WIGHT RAILWAYS**

CLASSIC PHOTOGRAPHS FROM  
THE MAURICE DART RAILWAY COLLECTION



## HAMPSHIRE AND ISLE OF WIGHT RAILWAYS

The photos in this album have been selected from my collection of many thousands of railway scenes. Together they present an overall view of the many types of locomotives which have worked in the area since late in the nineteenth century. Along with the engines much of what is nowadays termed 'railway infrastructure' is included in the photos together with a varied selection of rolling stock. As the large railway centre at Eastleigh is in this area the book contains a good selection of locomotives at the running shed and at the Works. To present an overall picture of railway operations I have included a section covering diesel traction. I have attempted to include as wide a variety of locations as possible to cover the locomotive scene on the main line, on branch lines, in goods yards and at locomotive sheds. It is hoped that the book will appeal not only to railway enthusiasts but also to readers seeking photos of local areas. The detail contained in many of the photos may be of assistance to railway modellers of certain periods. I hope that this collection of photos will help to recall the magic and nostalgia that the sight of working steam locomotives induces in many people.



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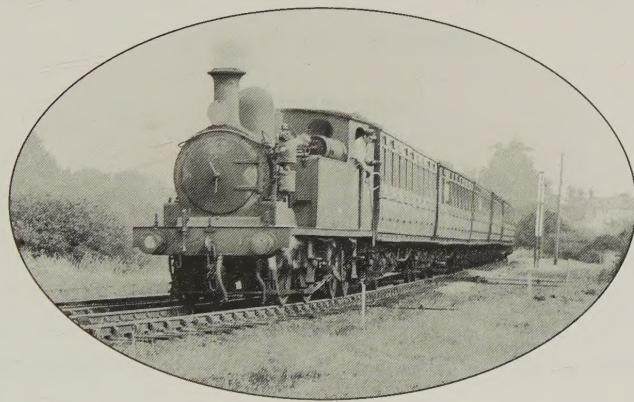
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HALSGROVE

First published in Great Britain in 2009

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# INTRODUCTION

**A**t a very early age I was taken to Dockyard Halt, Devonport, and following a move, to St Budeaux stations to 'watch trains'. I was taught to remember the names of three engines that passed through. At home there was a Hornby Gauge '0' model railway. Most Saturday afternoons my parents would take me with them from St Budeaux to either Devonport, reached by tram, or Plymouth, to which we caught a 'motor train' to Millbay. So my interest in railways steadily developed. During the summers of 1937, 1938 and 1939, the three of us spent a week travelling by train to Torquay, Paignton or Goodrington, with sometimes a venture to Kingswear and across to Dartmouth on the 'MEW', or to Dawlish Warren. We used a family holiday runabout ticket for the week and set out from St Budeaux on an excursion train that ran daily from Saltash to Paignton and which, from memory, was usually hauled by a Castle class locomotive to Newton Abbot. From our front windows at Higher St Budeaux I was able to watch trains in the distance as they climbed towards the Devon side of the Royal Albert Bridge. They could also be seen as they rounded the curves west of Saltash station. I asked my father on one occasion why we did not go to Cornwall instead of to Paignton and he replied that it was better to go up the line. This was probably because there was a daily excursion train from Saltash to Paignton although we frequently had to change trains at Newton Abbot and cross over the footbridge. My father would bring home books about railways. They had been loaned to him for me to look at and they contained many photographs of railway subjects. During the Second World War, following the second batch of blitz raids on Plymouth when many schools were damaged, I was evacuated to Bude by train from Friary. I stood in the corridor for most of the way to "see where I was going" much to the consternation of the WVS ladies who were accompanying us. I recall seeing a tank engine, at what I later learned was Meldon Quarry, carrying 500S on its tank side. This was the T class 'Service loco'. Whilst at Bude I began to hear about places such as Holsworthy and Okehampton, which I had passed through on the train. Evacuation to Bude was followed by a short period back at St Budeaux after which I spent two years at St Austell, using trains to and from North Road. Whilst there, at the evacuated Grammar school, I met many older boys who were railway enthusiasts and my 'railway education' commenced properly.

My father had been transferred from Devonport to the Dockyard at Gibraltar during 1944, and in the summer of 1947 I went there by sea for a holiday for several weeks. My father was an amateur photographer and whilst there he taught me to use a box camera. I immediately started taking photographs of Gibraltar Dockyard locomotives from a balcony! On returning to St Budeaux I found my father's two old cameras and managed to obtain a film for each. A large folding Kodak that used A-122 film turned out to have a pin hole in the bellows, only discovered when the results of the first film were seen. This made it unusable. The other was an old Box Brownie which had a push-over lever shutter release and had one good and one faulty viewfinder that showed two images, one above the other. I persevered with this but did not know enough to achieve much success. I tried to record trains passing through St Budeaux and went to Laira shed late in September and took photos, some against the low evening sun. Still, we all had to learn by experience. With those which I had taken at Gibraltar, this was the start of my collection of railway photographs. I saved my pocket money and managed to go on a few Saturday trips to Exeter and as a holiday treat I was allowed to make a trip to Salisbury but I had passed through Taunton and Bristol on the way to

London in 1947 on the way to Gibraltar. I travelled between Waterloo and Southampton to and from Gibraltar. At Basingstoke I saw a 'Remembrance' 4-6-0 outside the shed and passing Eastleigh I saw T1 class No.1 shunting in a yard. On the outward journey we detrained at Southampton Central and were taken to the Docks by bus, passing diesel 400S shunting on the way. This was my introduction to the railways of Hampshire. Later, my employment took me to lodge at St Austell where I finally took up permanent residence. As time progressed I was able to buy better cameras and commenced longer railway trips to places further afield. As I was GWR biased it was 1958 before I explored the SR properly. In September of that year, with my friend Mike Daly, I spent a week based in a hotel opposite Waterloo armed with SR All Line Rover tickets and twenty odd shed and works permits. My railway interest widened from purely collecting engine names and numbers to encompass signalling and railway history. This was progressed by meeting more very knowledgeable older railway enthusiasts and railwaymen, many of whom became lifelong friends of mine. I developed a desire to obtain photographs of some of the locomotives that I had seen in my early years, so the process of searching for and purchasing photos commenced. As my interest and knowledge grew, so likewise did the quest for more photos. This now encompassed all of Devon and Cornwall and large sections of Wales, along with various classes of locomotives from all over the country. An interest in narrow gauge and industrial railways developed. So the 'Archive' steadily grew from filling an expanding suitcase to occupying a considerable expanse of shelf space in two rooms.

When it was suggested that I compile some books making use of some of these images I thought that it would be a great idea as many of them, to the best of my knowledge, had not previously been used in publications.

Previous books covered Devon, Cornwall, Somerset and Dorset and Wiltshire. With so many photos available the choice has been difficult but constraints such as copyright and previous use have been considered. This is not an attempt to include every location or type of locomotive that has worked in the area but is simply a selection from my collection. Some older historic images are included but I have attempted to give a good overall coverage of the area from around 1900 to the present day. As the area includes the important centre of Eastleigh with its Locomotive Works and large running shed numerous photos taken at these locations feature in the book. I have included a small selection of diesels and a few industrial locomotives to attempt to cater for all interests. So many photographs of the preservation era have been published that I have avoided this period. I have also used some items which are not photographically perfect but merit inclusion because of their content. These images may be of great interest to modellers of historic locomotives with period layouts.

As this book features images from my personal collection, the layout follows the order in which the collection is arranged. This follows locomotive wheel arrangement and types from the largest downwards in decreasing order of size, with a few exceptions. It is a system that was used in the past by several notable authors that presents a markedly different layout to the now standard practice of following routes geographically. Readers seeking photos at specific locations should refer to the index of locations at the end of the book. I have attempted to make the captions detailed without delving too deeply into railway history or becoming too technical. Any errors that are discovered are purely attributable to myself. I trust that within the contents there is material to cater for most railway interests and that memories of a bygone age of railways will be recalled.

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# ACKNOWLEDGEMENTS

I express special thanks to my friend of many years, Mike Daly, and also to Kenneth Brown for permission to reproduce photos taken by them, and to Simon Harding for photos from his father's collection. Likewise I express thanks for permission to use photos which I have purchased from the collections of the Stephenson Locomotive Society, The Locomotive Club of Great Britain (Ken Nunn collection) and Rail Archive Stephenson (Photomatic). Also my thanks and apologies are proffered to other photographers whose work has been used and not credited. Where no credit is given the photographer is unknown. I also extend my thanks to Steve Jenkins for advice when describing some of the carriage and wagon stock, to Eric Youldon for checking locomotive details and to Gillian Searle for checking the proofs and for suggesting amendments. I am also indebted to Simon Butler of Halsgrove for suggesting the idea of this series of books.

## REFERENCE SOURCES

*A Detailed History of British Railways Standard Steam Locomotives.* RCTS.

*A Regional History of the Railways of Great Britain. Vol.2. Southern England.* H.P.White.

David & Charles.

*British Railways Locomotive Stock Changes and Withdrawal Dates. 1948 –1968.*

Michael McManus.

*British Railways Steam Locomotives 1948 – 1968.* Hugh Longworth. OPC.

*Locomotives of the LSWR. LBSCR, SECR, LCDR, SER and SR all by D.L.Bradley.* RCTS.

*SR and BRSR Locomotive Allocations for various years.* RCTS.

*The Allocation History of BR Diesels & Electrics.* Roger Harris.

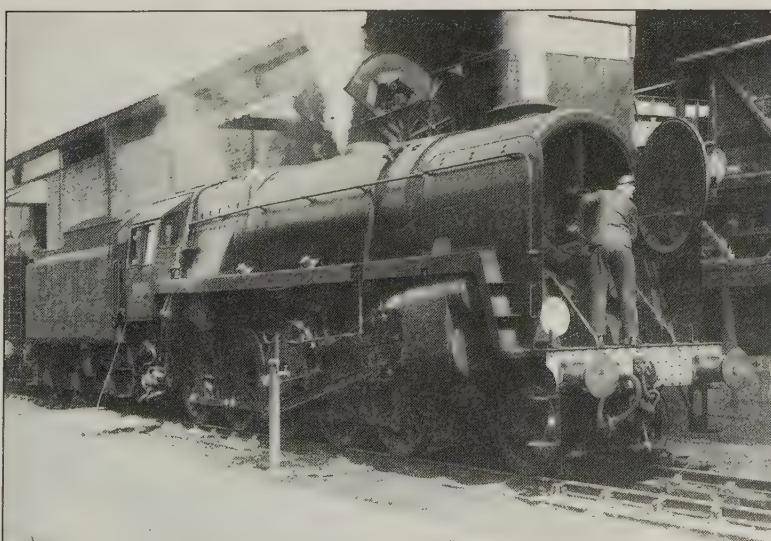
*Southern Sheds In Camera.* Roger Griffiths.

*The Directory of Railway Stations.* R.V.J.Butt.

My personal notebooks dating from 1945.

## STANDARD 9F 2-10-0S

Early in 1961 Eastleigh gained a few of these excellent locos on allocation and they remained there for around two and half years. They were the largest steam locos to operate on the SR.



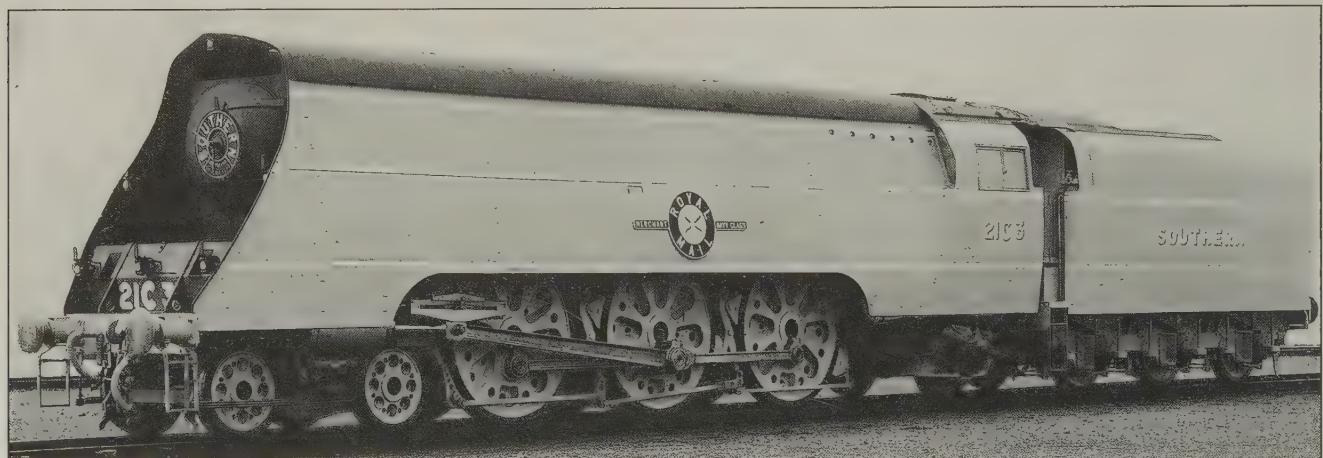
The last steam engine to be built at Swindon Works, 92220 'EVENING STAR' was a popular choice for many railtours. On 20 September 1964 this loco, from Cardiff East Dock shed, is heading a special train for the Southern Counties Touring Society near Alton.

An Eastleigh engine, 92231 is at home, on the coal stage line having ash removed from its smokebox on 23 May 1963.

L.ELSEY/Top Link Photocards

## MERCHANT NAVY 4-6-2S

With the introduction of this superb class of engines in 1941 express passenger train working on the SR was revolutionised. They commenced working trains from Waterloo to Exeter and as further members of the class entered traffic they spread their sphere of operations to include workings to Bournemouth and from Victoria to Dover. The class of thirty engines was built in three batches and all were rebuilt in 'Modified' form between 1956 and 1959.



Bulleid used a modified continental form of letters and numbers to number the classes which emerged during his reign and always referred to this class as the 21C1s. Here the third member of the class 21C3 'ROYAL MAIL' is in 'workshop grey' livery at Eastleigh shed after emerging from the Works in September 1941. This photo shows the extent of the full air-smoothed casing that was originally fitted to these engines complete with the 'Widow's Peak' in front of the chimney. When this engine entered traffic it was based at Exmouth Junction. Southern Railway.

Here is a head-on view of 21C11 'GENERAL STEAM NAVIGATION' at Eastleigh shed in February 1945 when it was a couple of months old and working from Nine Elms shed. The front of the air-smoothed casing has been modified since the original locos were built. Southern Railway.





Almost brand new 21C12 'UNITED STATES LINES' is at Eastleigh shed on 10 February 1945. This engine worked at first from Nine Elms shed. Alterations to the lower side sections of the air-smoothed casing are evident. Southern Railway.



Another member of the class that was sent to Nine Elms shed was 21C17 'BELGIAN MARINE'. The engine was recorded at Eastleigh shed on 21 October 1945. Southern Railway.



Another engine which went new to Nine Elms shed was 21C19 'FRENCH LINE C. G. T.' The photo was taken at Eastleigh shed on 20 September 1945. Southern Railway.

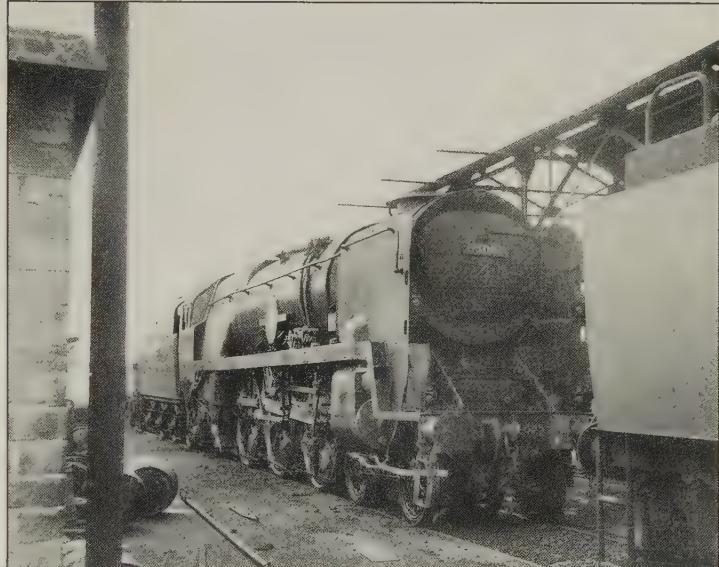


Here is the same engine renumbered 35019 and in rebuilt form. Shedded at Nine Elms it has departed from Basingstoke on an Up express from Bournemouth to Waterloo in the early 1960s.



Bournemouth shed's rebuilt 35021 'NEW ZEALAND LINE' is passing the yards north of Eastleigh on 7 May 1962 with the 'ROYAL WESSEX' express from Waterloo to Weymouth. The front carriages are part of set 858. On the left Eastleigh shed's M7 class 0-4-4T 30377 waits to perform shunting duties. A GWR design Fruit 'D' van is on the right.

On 28 June 1964 rebuilt 35023 'HOLLAND AFRIKA LINE' from Bournemouth shed stands in the yard at Eastleigh Works. Maurice Dart.



Here is a line of engines at Eastleigh shed in February 1965. From right to left they comprise rebuilt 35024 'EAST ASIATIC COMPANY' from Weymouth shed, Swindon built LMS 8F 2-8-0 48408 from Northwich shed, LMS 4MT 2-6-0 43021 from Stoke shed, 9F 2-10-0 92153 from Speke Junction shed and rebuilt 35001 'CHANNEL PACKET' from Bournemouth shed. All of these were withdrawn except the two LMS locos.

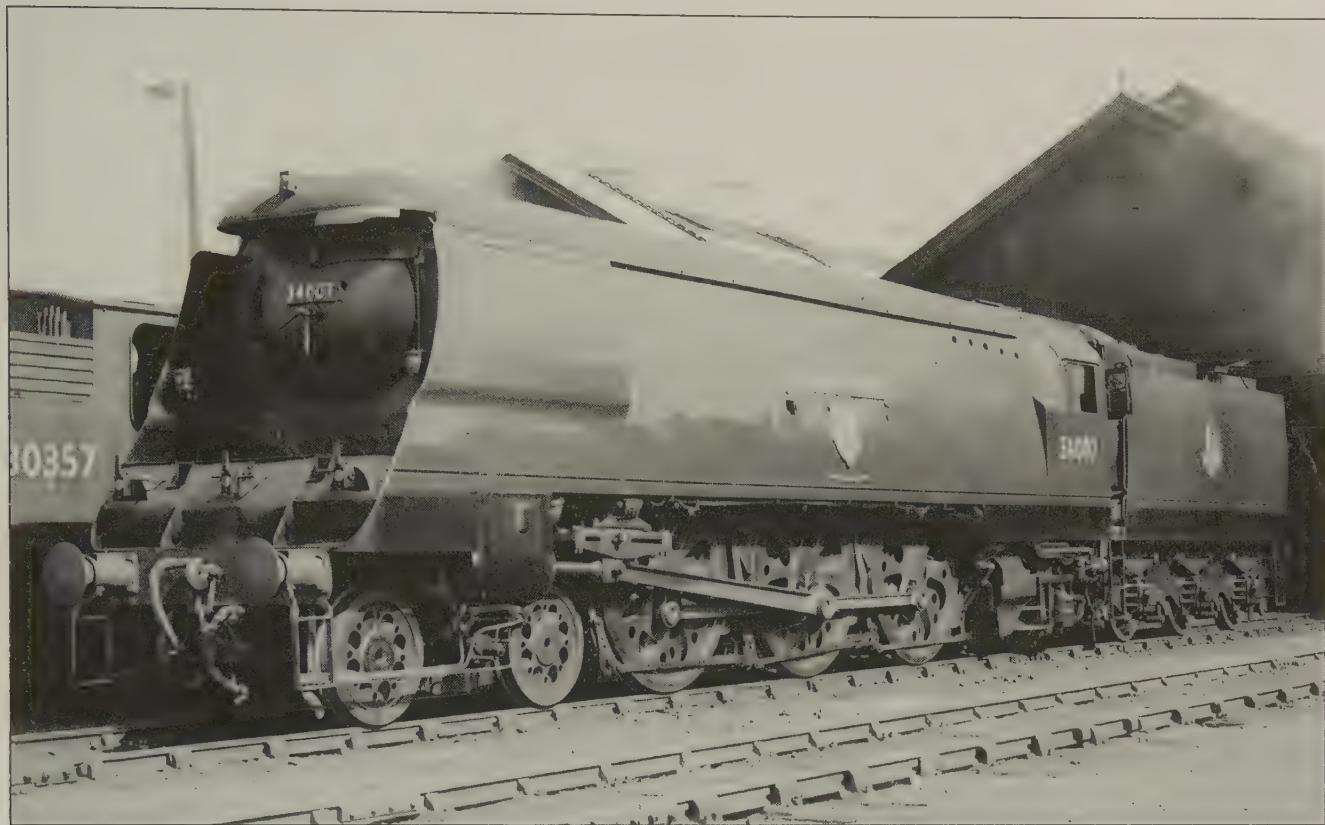
# 3

## WEST COUNTRY/BATTLE OF BRITAIN 4-6-2S

These lightweight versions of the Merchant Navy Pacifics began entering traffic from May 1945. The first batches were shedded at Exmouth Junction for working lines west and east of Exeter but as the class multiplied they spread their wings to work over most of the main and many of the secondary SR routes. Modified cabs and smoke deflectors were fitted as time progressed and these changes are evident in some of the photos. As with the Merchant Navy's, rebuilding took place which involved sixty of the class resulting in a distinct improvement in their performance.



We start this section with un-rebuilt 34006 'BUDE' from Nine Elms shed approaching Winchester with an express from Bournemouth to Waterloo in the late 1950s. The local shunting loco B4 class 0-4-0T 30102 from Eastleigh shed is at the entrance to the small yard on the left.



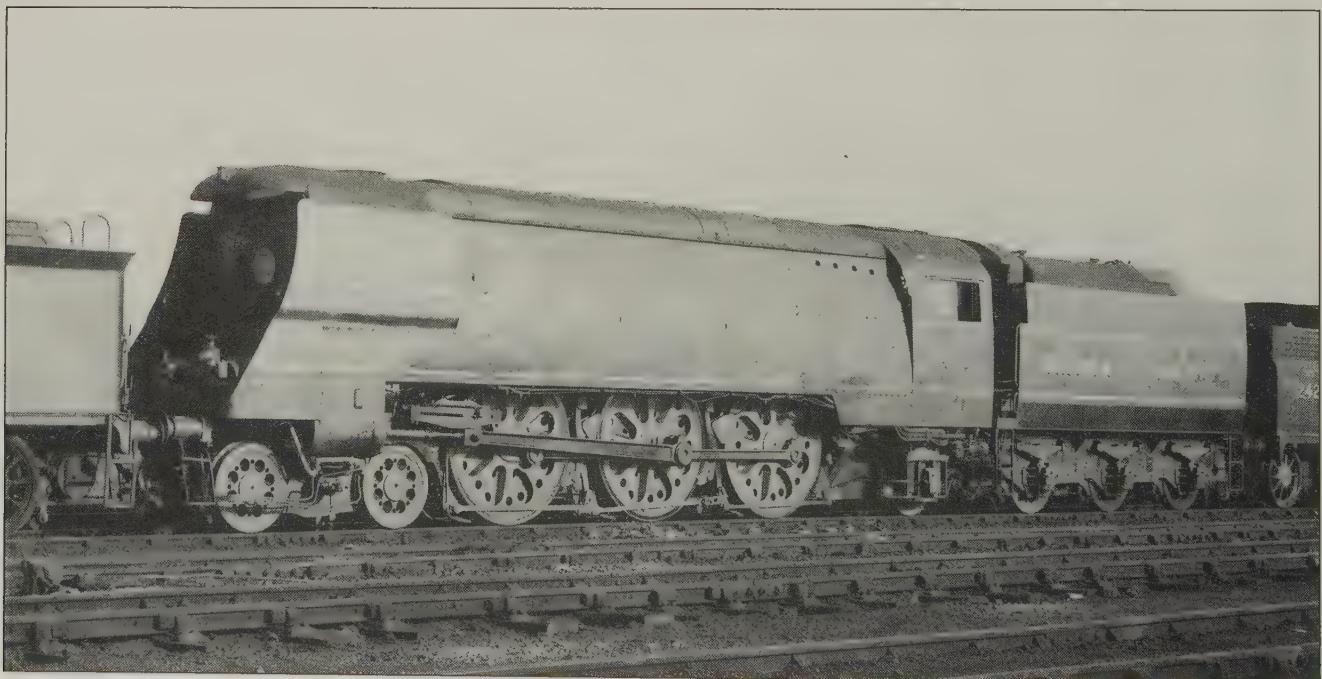
The main feature in this view of Eastleigh shed on 2 June 1951 is Nine Elms shed 34007 'WADEBRIDGE' with part of locally based M7 class 0-4-4T 30357 visible alongside. This Pacific has been restored to working order and is based on the Mid Hants Railway.



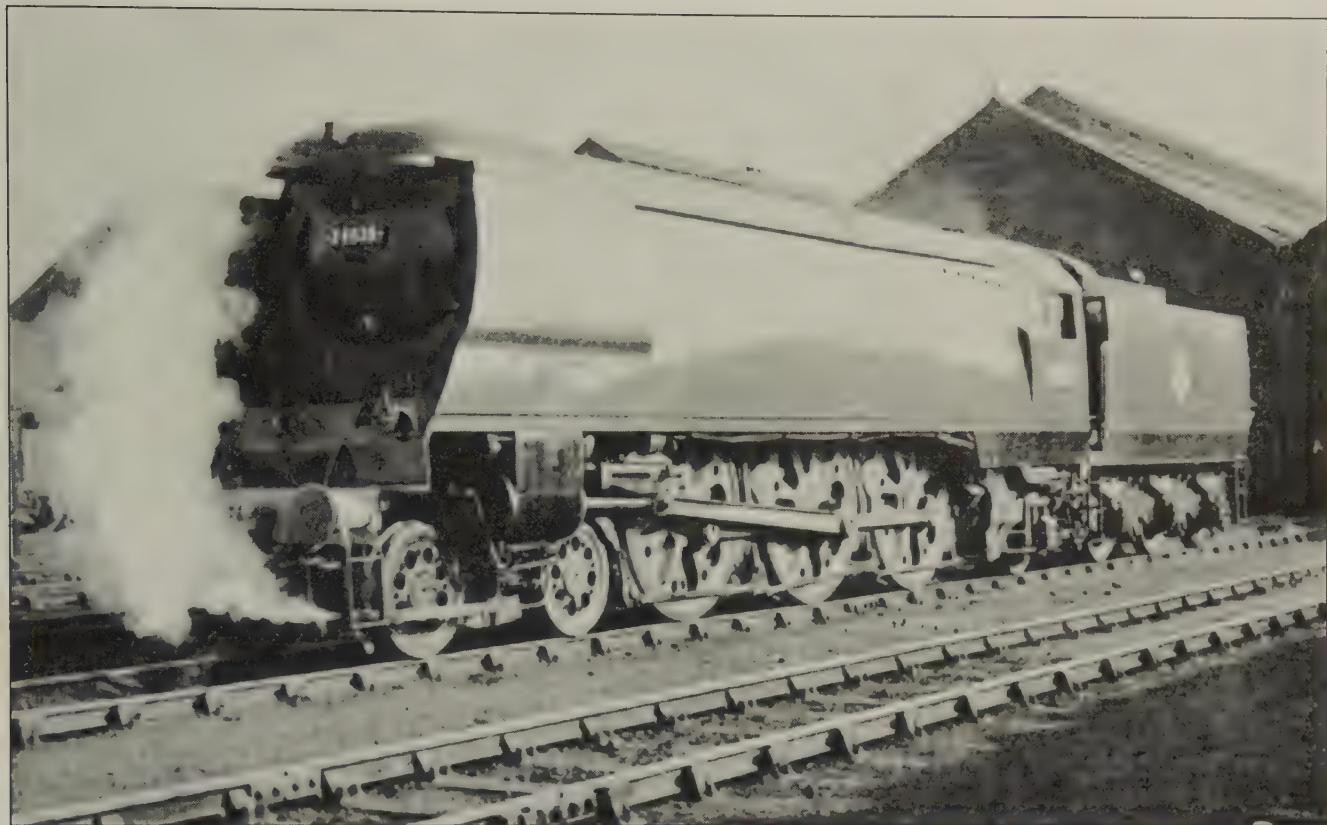
Rebuilt 34017 'ILFRACOMBE' from Eastleigh shed heads a Down goods from the Western Region containing Esso tank wagons, through the cutting east of Basingstoke station on 15 April 1965. Carriages from set 881 are stabled in sidings on the right.



In 1960 rebuilt 34029 'LUNDY' from Bournemouth shed was recorded at Southampton Central on a train to Bournemouth.



This is a rare photo of un-named 34036 at Eastleigh shed on 2 October 1948 as an oil-burner. This engine was one of two of the class that were converted to burn oil fuel during the 1946/7 coal shortage. The top of the oil tank can be seen above the tender. During this period the engine was officially shedded at Brighton but worked on the Western section of the SR. It reverted to coal firing during November 1949. The bunker of locally based M7 class 0-4-4T 242 is visible to the right. This Pacific was named 'WESTWARD HO'. J.H.Aston.



Here is the same engine, carrying its name, at Eastleigh shed in the early 1960s, when it was shedded at Exmouth Junction.



A very grubby 34051 'WINSTON CHURCHILL' from Salisbury shed heads a train of vans through Farnborough in the early 1960s. The front vehicle is a BR 4 wheeled CCT van.



Passing through Eastleigh with 'The Cunarder' Boat Train from Waterloo to Southampton Docks on 4 September 1958 is 34064 'FIGHTER COMMAND'. from Nine Elms shed. Mike Daly.



On 5 March 1962 the same engine 34064 takes a Bournemouth to York train out of Basingstoke. The engine is fitted with a Giesl Ejector.



The Down 'Bournemouth Belle' Pullman is approaching Basingstoke on 16 June 1966 hauled by rebuilt 34071 '601 SQUADRON' from Eastleigh shed.



Centre in this line of engines at Eastleigh shed on 22 June 1961 is 34084 '253 SQUADRON'. The engine from Exmouth Junction shed is sandwiched between a Standard 2-6-4T and a GWR 8750 class 0-6-0PT.



On 18 June 1967 only a few weeks before the demise of steam traction a Special train passes through Millbrook double-headed by a pair of rebuilds. The pilot loco is 34108 'WINCANTON' and the train engine is de-named 34089, formerly '602 SQUADRON'. Both were shedded at Salisbury. The leading carriage is a Bulleid Brake.



Eastleigh shed's de-named rebuild 34090, formerly 'SIR EUSTACE MISSENDEN SOUTHERN RAILWAY', heads the 3.35pm from Bournemouth to Waterloo through Winchester on 31 May 1966.



At the front of a line of withdrawn engines at Eastleigh shed on 13 September 1964 is Nine Elms shed's 34094 'MORTEHOE'. In the background is a mixture of SR and BR Standard types.



On 4 August 1965 an Up goods trundles through Basingstoke headed by 34102 'LAPFORD' from Eastleigh shed. At the front of the train is an LMS van followed by two high-sided steel wagons.



An Up train departs from Southampton Central on 25 April 1964 in charge of Eastleigh shed's rebuilt 34104 'BERE ALSTON'. A Down service emerges from the tunnel headed by Standard class 5 4-6-0 73080 'MERLIN' from Weymouth shed.

## 4

## GREAT WESTERN 4-6-0s

Representatives of the two-cylinder classes regularly worked through to Eastleigh and occasionally to Bournemouth on trains from the North of England and the Midlands.



This interesting photo from the mid-1930s has two 'Hall' class 4-6-0s at Bournemouth shed. At the rear is Old Oak Common shed's 5922 'CAXTON HALL' in front of which is 4925 'EYNSHAM HALL' from Oxford shed. SR engines present are, from left to right, what appears to be a K10 'class 4-4-0, 'King Arthur' class 4-6-0 750 'MORGAN LE FAY' with T9 class 4-4-0 731 facing towards the shed.

De-named 'Hall' class 4-6-0 6965 (formerly 'THIRLESTAIN HALL') from Barrow Road shed, Bristol heads a York to Bournemouth train composed of BR Standard stock through Brockenhurst on 28 June 1965.



Two trains face in the Down direction at Basingstoke in the mid-1950s. On the left a train from north of Oxford to Bournemouth is headed by 'Grange' class 4-6-0 6807 'BIRCHWOOD GRANGE' from Worcester shed which would have been a rare visitor to the area. The train on the right is a Waterloo to Bournemouth service headed by 'King Arthur' class 4-6-0 750 'MORGAN LE FAY' from Nine Elms shed. Bob Barnard/Hugh Davies Photographs.



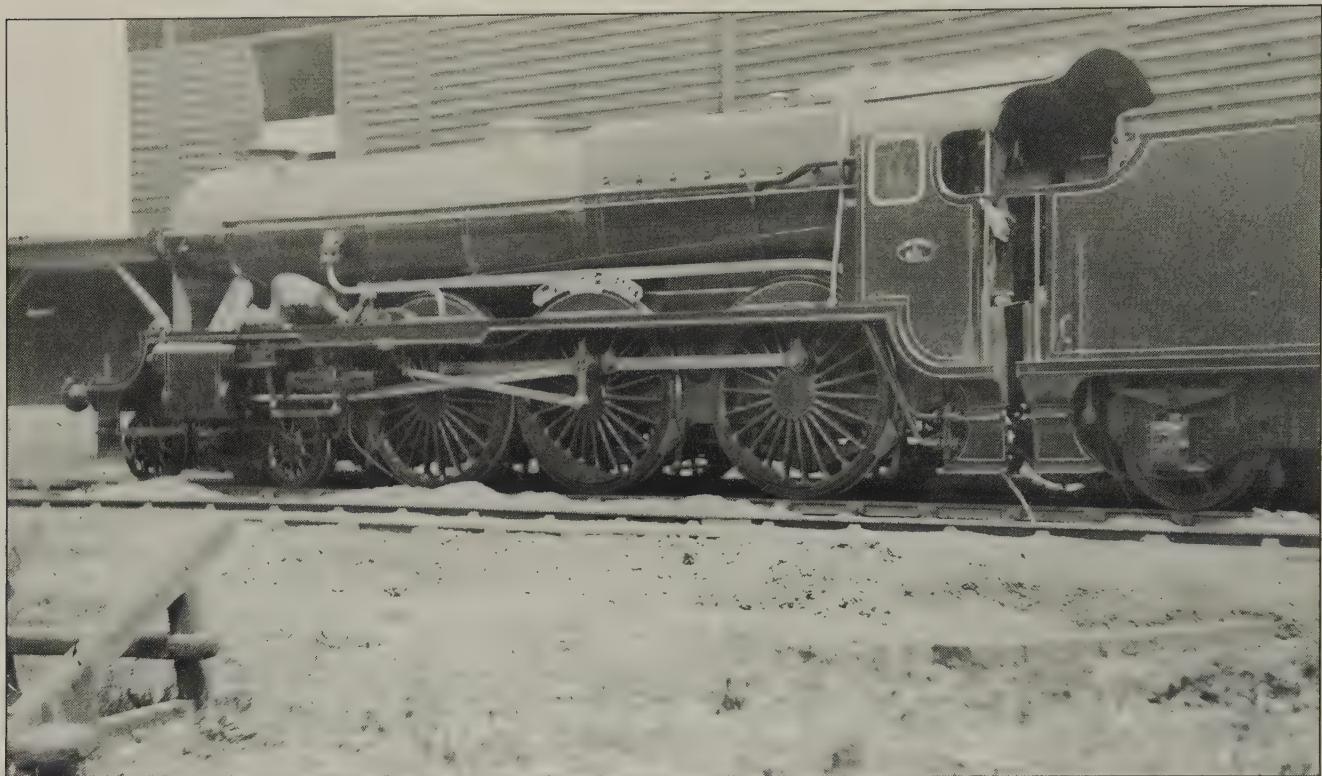
Another de-named GWR engine, 7813 (formerly 'FRESHFORD MANOR') from Gloucester shed is approaching Basingstoke on a short goods from Reading on 12 April 1965.

## LORD NELSON 4-6-0S

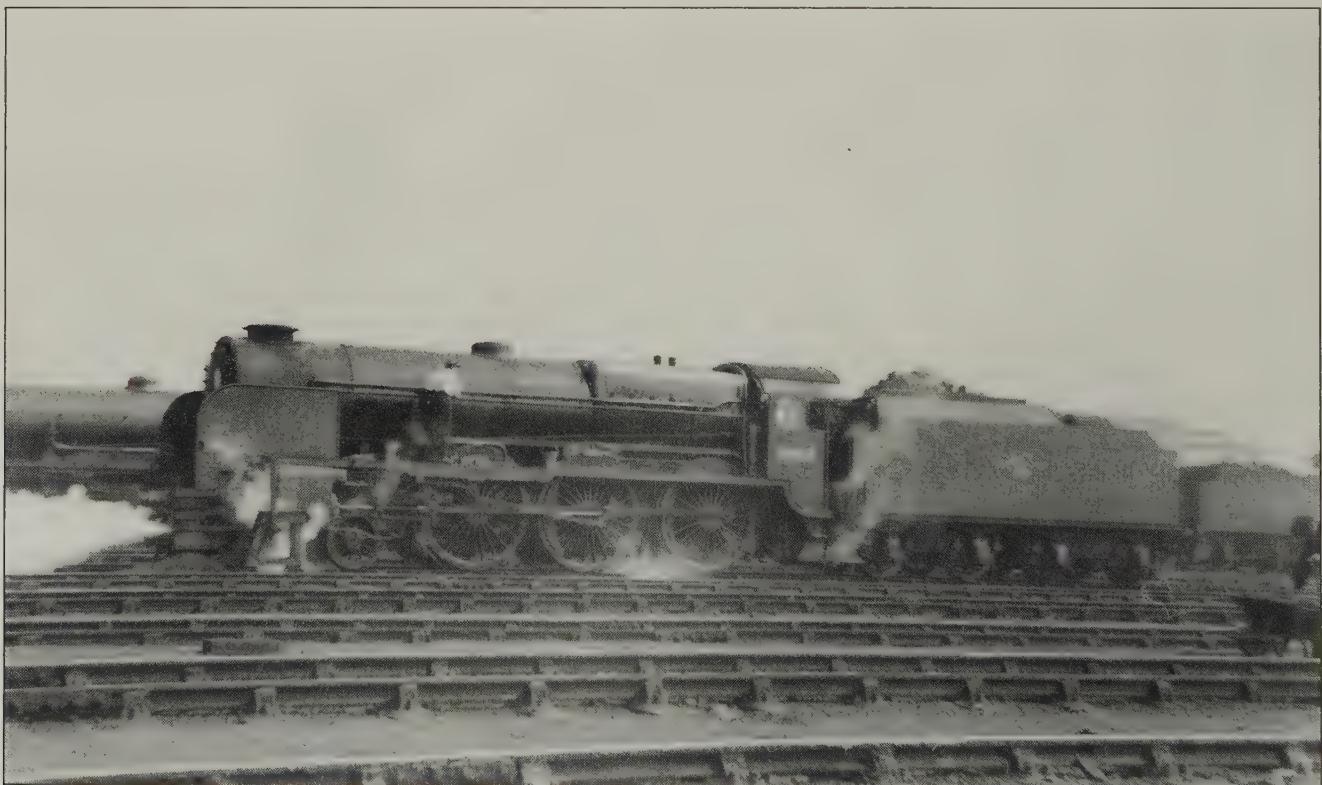
This class operated the principal expresses from Waterloo to Bournemouth and some of the Boat trains to Southampton until they were partly usurped by the 'Merchant Navy' class.



In the late 1950s Eastleigh's 30850 'LORD NELSON' stands outside its home shed alongside a rebuilt Bulleid Pacific. The engine is fitted with a Multiple Jet Blastpipe.



This is almost brand new 851 'SIR FRANCIS DRAKE' in the late 1920s at Bournemouth shed, before it was fitted with smoke deflector plates. This engine was stationed at Nine Elms.



Another of the class, 30857 'LORD HOWE' is being cleaned at its home shed, Eastleigh on 4 September 1958. A multiple jet blastpipe has been fitted to this engine. Maurice Dart/Transport Treasury.



On 4 September 1958 multiple jet blastpipe fitted 30859 'LORD HOOD' from Nine Elms shed is at Eastleigh shed. The Eastleigh Breakdown crane is inside the shed. Maurice Dart/Transport Treasury.



Rather scruffy looking 30860 'LORD HAWKE' from Bournemouth shed also has a multiple jet blastpipe. Ignominiously, the engine is carrying a 'UNION CASTLE EXPRESS' headboard whilst shunting wagons on the coal stage at Eastleigh shed on 4 September 1958. Maurice Dart.



This is a shot taken in the late 1930s at Eastleigh shed of 863 'LORD RODNEY'. This engine is fitted with a stovepipe chimney and was shedded at Stewarts Lane. A small emblem appears to have been painted on the front of the smokebox door. Locomotive & General Railway Photographs.

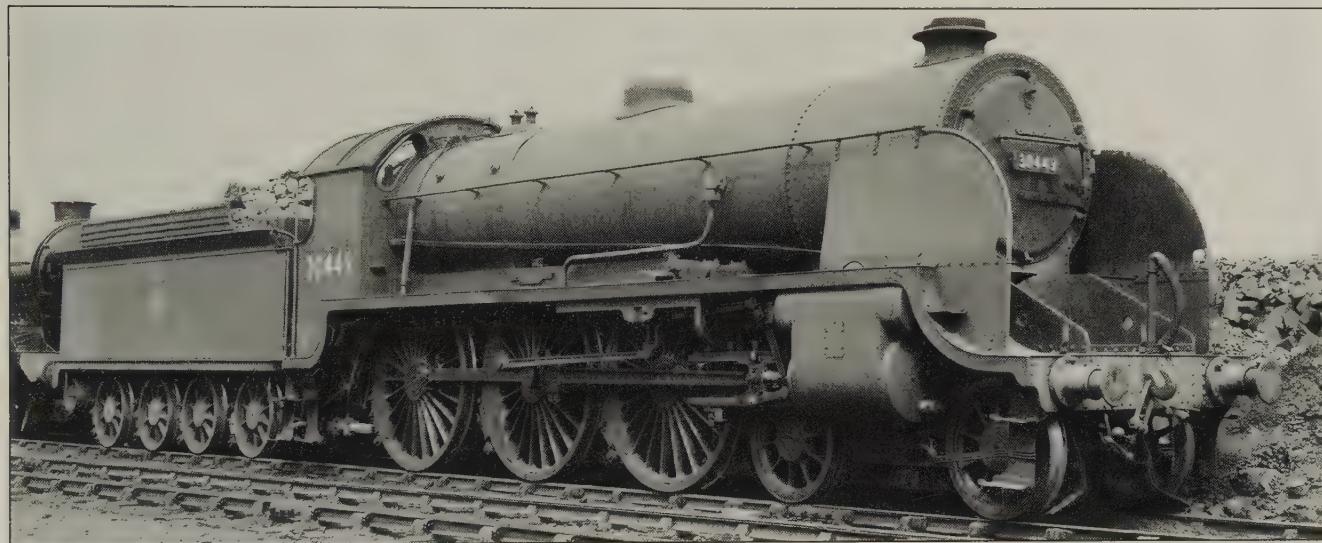


The same engine was renumbered 30863 and transferred to Eastleigh where it was recorded on 4 September 1958. It has gained a multiple jet blastpipe. To the left is Eastleigh's Standard 4MT 2-6-0 76017. Maurice Dart/Transport Treasury.

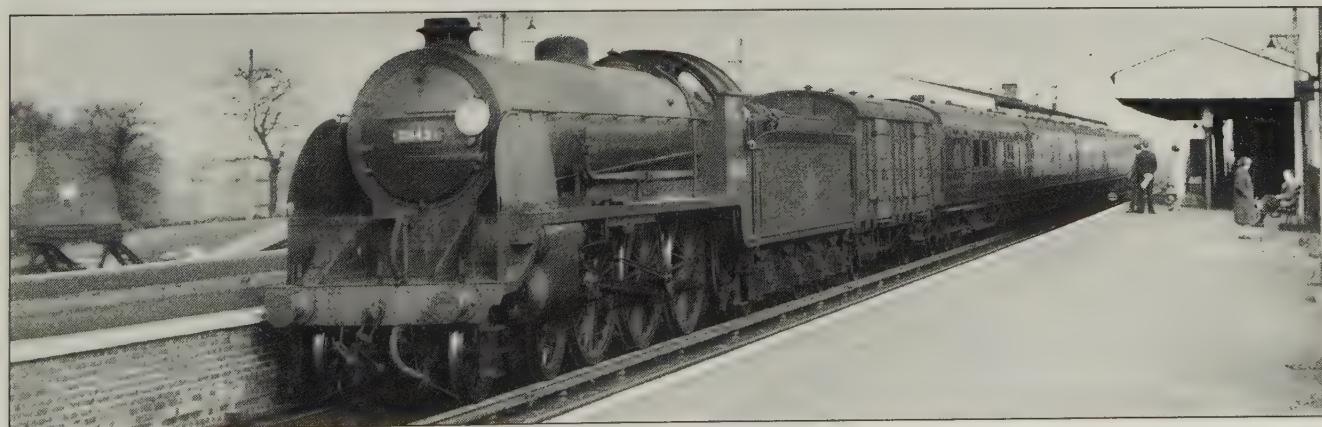
## 6

## KING ARTHUR 4-6-0S

These versatile locos worked many of the principal expresses turn and turn about with the Lord Nelsons. The building of both types of Bulleid Pacifics caused their displacement to stopping and local passenger trains. The first time that I travelled from Exeter Central to Salisbury I was hauled by one of the class and I was most impressed by its acceleration and very fast running between stations.



We start this large section with 30449 'SIR TORRE' at Eastleigh shed on 25 August 1957. This engine which was shedded at Salisbury appears not to have a shed plate affixed to the smokebox door. 448 to 457 were nicknamed 'Eastleigh Arthurs'. It retains a Drummond 'Watercart' tender. L.W.Perkins.



Next we see 30451 'SIR LAMORAK' from Salisbury shed at Basingstoke with an Up passenger train in the early 1950s. The engine has a Urie tender and is not carrying a shed plate. The train consists of a SR design PMV with Bulleid stock.



Three of the class are in a line of engines at Eastleigh shed on 4 September 1958. On the left is 30792 'SIR HERVIS DE REVEL' from Eastleigh shed. Centre is Salisbury shed's 30454 'QUEEN GUINEVERE' whilst on the right the front of Eastleigh's 30788 'SIR URRE OF THE MOUNT' is visible. Mike Daly.

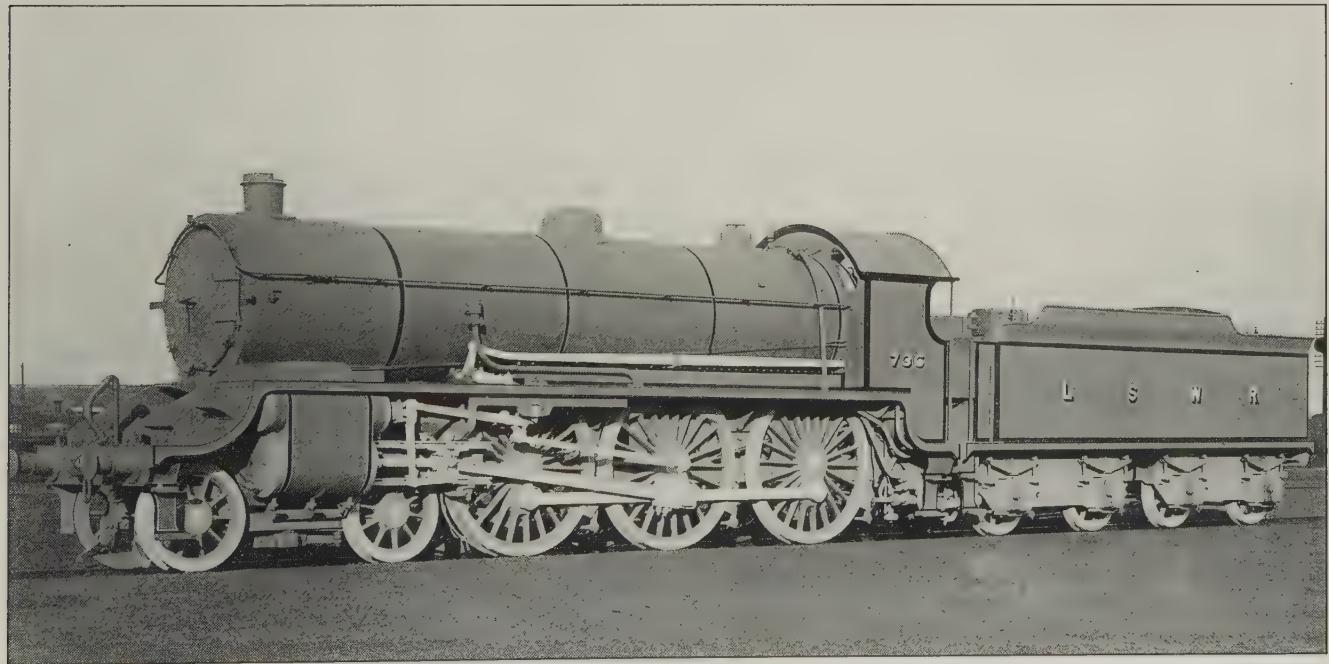


After arriving with a local passenger train on 4 September 1958 30455 'SIR LANCELOT' came on to Basingstoke shed where it was based. It is being turned ready to work a Down service. My friend and fellow photographer Mike Daly may be just glimpsed on the left of the photo as he adjusts one of his cameras.

Maurice Dart/Transport Treasury.



A local service from Waterloo has arrived at Basingstoke on 4 September 1958 hauled by Nine Elms shed's 30457 'SIR BEDIVERE'. The engine is fitted with a large capacity 5200 gallon Uriel tender from a withdrawn H15 class 4-6-0. The train consists of Bulleid stock. Maurice Dart/Transport Treasury.



This is a shot at Eastleigh of brand new 736 in 'works grey' paint in August 1918. The engine has a stovepipe chimney fitted with a small capuchon. It commenced working from Nine Elms shed and during 1925 it was named 'EXCALIBUR'. 736 to 755 were nicknamed 'Uriel Arthurs'.

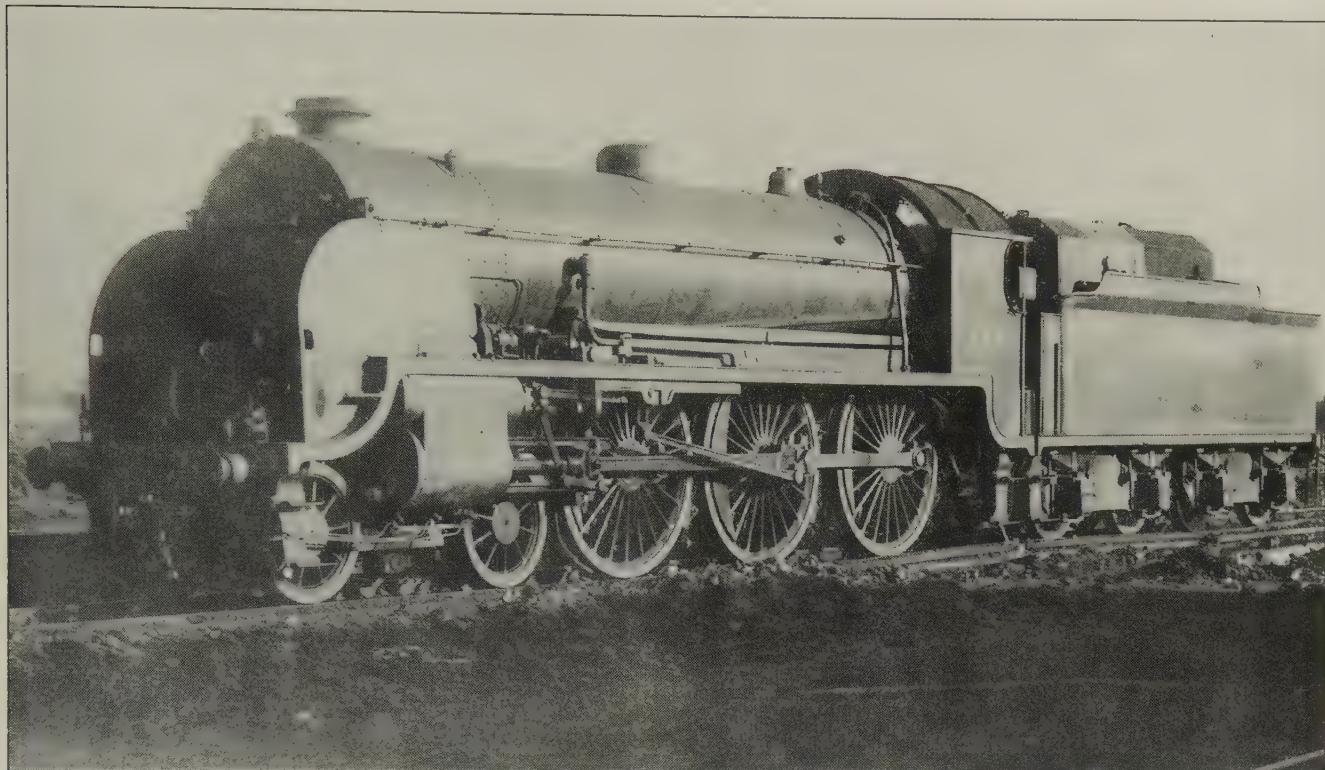


During the 1921 Coal Strike two of these locos were converted to burn oil fuel. At this time they were known as the N15 class and 737 is at Eastleigh shed shortly after entering service after its conversion on 23 April 1921. It reverted to burn coal on 26 September the same year. The two conversions were allocated to Nine Elms as oil-burners and worked trains to Salisbury and Bournemouth. In 1925 this loco was named 'KING ARTHUR'.

Locomotive Publishing Co.



During the 1946/47 coal shortage five of the class were converted to burn oil fuel and all of them were based at Eastleigh during this period. In June 1947 740 'MERLIN' was recorded at Eastleigh shed. This was the first loco converted and it had not been fitted with electric lighting by this date. All reverted to burn coal by 18 December 1948. R.K.Blencowe collection.



On 23 October 1948 745 'TINTAGEL' was photographed as an oil-burner at Eastleigh shed. The electric headlights can be seen. John L.Smith.



Two of the conversions were recorded together outside Eastleigh shed on 11 September 1948. Nearest is 749 'ISEULT' and on the left is 748 'VIVIEN'. H.C.Casserley.



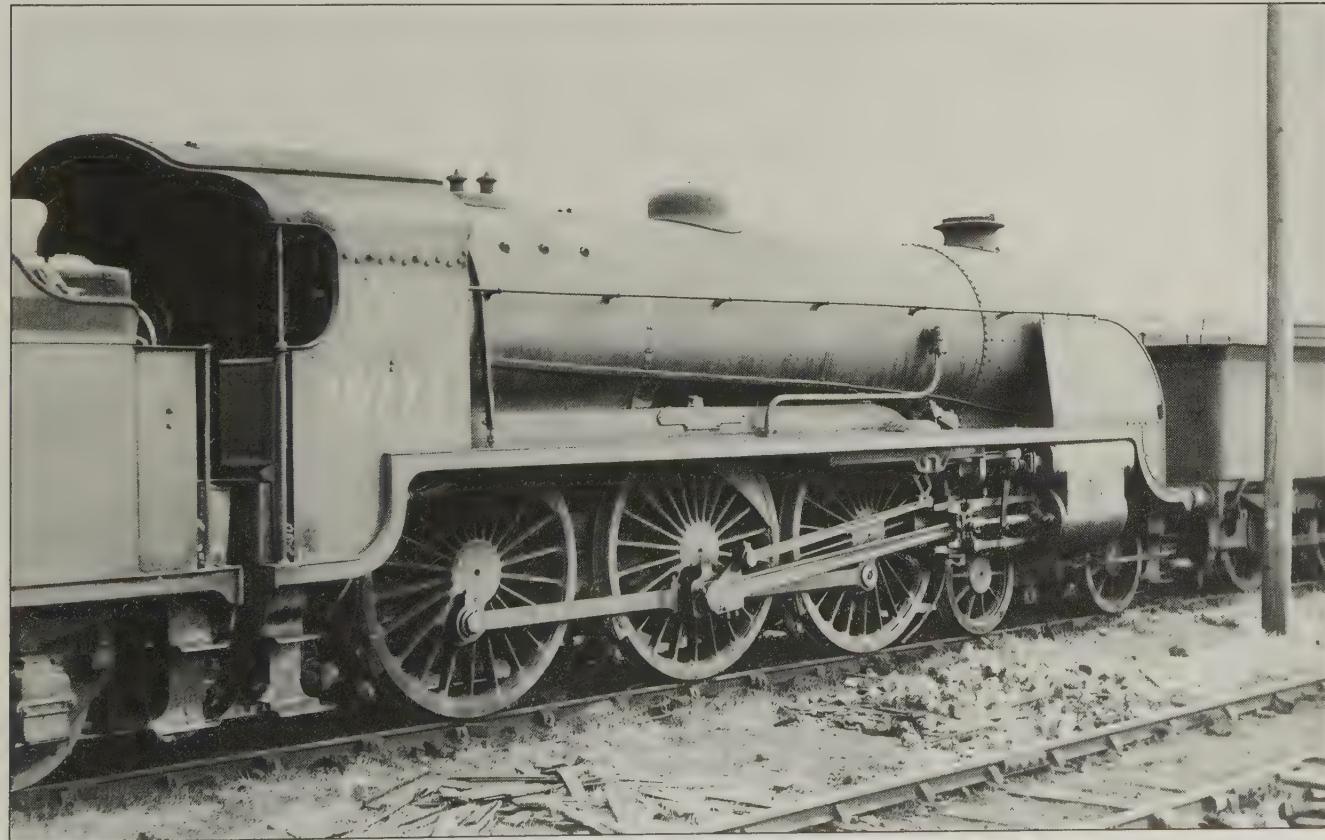
This is a close up of converted 749 'ISEULT' at Eastleigh shed in October 1947 before electric headlights were fitted. To the left of its tender is B4 class 0-4-0T 92 from Bournemouth shed. R.K.Blencowe collection.



Now we see converted 752 'LINETTE' with electric headlights at Eastleigh shed on 10 April 1948. This engine had gained a Lemaitre blastpipe and vertical smoke deflectors. R.K.Blencowe collection.

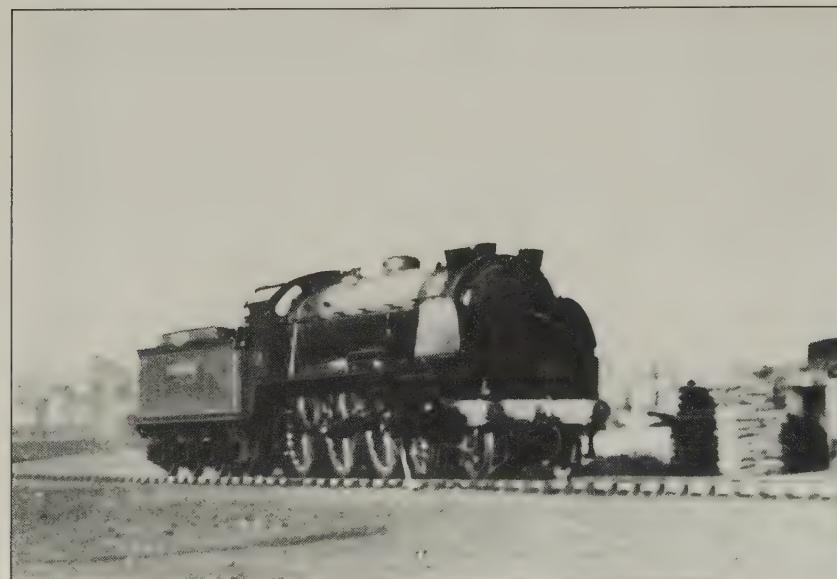


Another batch of the class numbered from 763 to 792 were built by the North British Locomotive Co. at their Hyde Park works in Glasgow and not surprisingly they were nicknamed 'Scotch Arthurs'. On 4 September 1958 a rather dirty 30771 'SIR SAGRAMORE' from Bournemouth shed heads an Up Parcels train past Eastleigh station. Diesel shunter 15234 is partly visible in the yard. Maurice Dart/Transport Treasury.



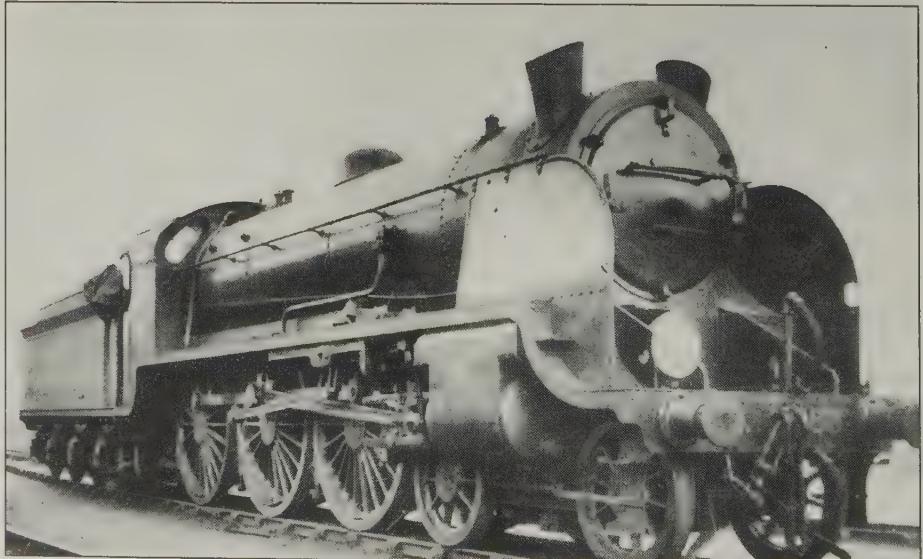
Eastleigh's 30773 'SIR LAVAIN' is at home on 4 February 1962. The engine was withdrawn one month later.

In the mid-1950s 30774 'SIR GAHERIS' from Nine Elms shed brings a Down goods past the yards at Eastleigh. The fourth wagon in the train is an ICI Salt van. As the engine is so clean it is possibly working a 'running in' turn following a visit to the Works.



In November 1940 783 'SIR GILLEMERE' was the subject of an experiment to disperse exhaust steam in an attempt to render it less visible to enemy aircraft. It emerged from Eastleigh Works fitted with three stovepipe chimneys arranged in a triangle with its apex facing the cab. It only ran like this for a few months during which time it was recorded in the Works yard at Eastleigh. It was only used on special workings and stopping trains to Bournemouth during these and subsequent trials.

Following those trials it re-entered Eastleigh Works and emerged with only the two side chimneys and ran further trials. It was recorded at Eastleigh shed on 7 January 1941. It reverted to a standard chimney one month later. B.W. Anwell.





The coal stage at Eastleigh shed on 4 September 1958 is host to 30784 'SIR NERO-VENS' which was allocated there.

Maurice Dart/Transport Treasury.



The last batch of the class numbered from 793 to 806 were built by the SR and hence were also known as 'Eastleigh Arthurs'. At first they worked on the Central Section but following the electrification of that area they were transferred to the Eastern Section of the SR. Towards the end of their life most came to the Western Section and 30798 'SIR HECTIMERE' was allocated to Salisbury shed. It is on an Up train at Basingstoke in the early 1960s devoid of a shed plate.

## S15 AND H15 4-6-0s

These useful classes worked most of the heavier goods and parcels trains on the SR main and secondary lines although originally the H15s had handled express passenger trains. Urie built a batch of S15s followed by a modified batch by Maunsell. Some of the H15s were newly built in two batches but others were locos rebuilt from E14 and F13 classes.



One of the first batch of S15s 30502 which was shedded at Feltham has worked into the yards at Basingstoke on an Up goods and is entering the shed yard on 4 September 1958. The guard has hitched a lift on the engine and is preparing to alight. The engine is passing Bournemouth shed's 'West Country' class 4-6-2 34042 'DORCHESTER' which was stopped on a short Up local Passenger train outside the station. Maurice Dart/Transport Treasury.



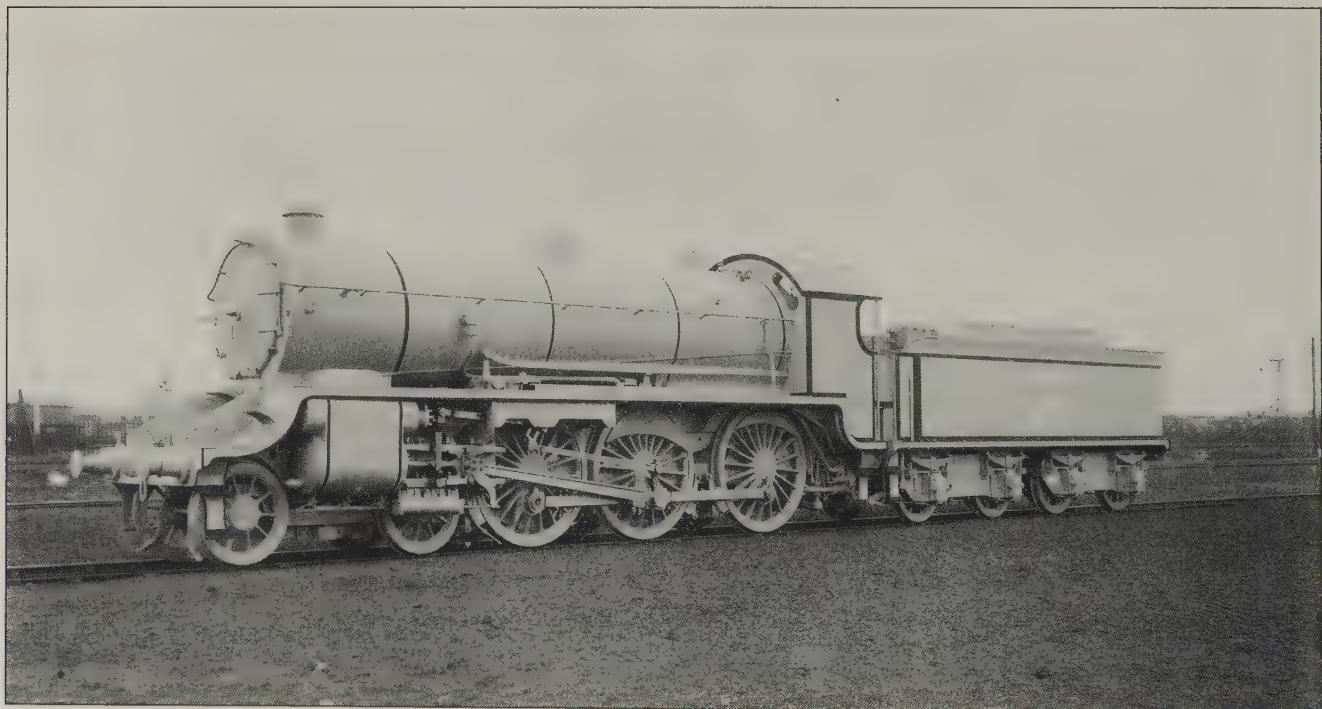
Three locos are in this view of Eastleigh shed on 4 September 1958. On the left is the shed's M7 class 0-4-4T 30328. Centre is Feltham shed's S15 class 30507 with the shed's 'Lord Nelson' class 4-6-0 30863 'LORD RODNEY' on the right. Maurice Dart.



Nearest in this line of engines at Eastleigh shed on 28 June 1964 is S15 class 30512 which was withdrawn from Feltham shed one month earlier. To the rear is now preserved 'Battle of Britain' class 4-6-2 34067 previously 'TANGMERE' but de-named by this time which had been withdrawn in November 1963 from Salisbury shed. However this engine has been restored to full working order and has a main line certificate for working Special trains. Maurice Dart.



One of the later straight framed batch of S15s, 30839 from Feltham, is entering Christchurch on 18 August 1964 with the 5.5pm Southampton to Bournemouth stopping passenger composed of Western Region stock.



In 'Works grey' livery brand new H15 476 is in the yard at Eastleigh Works in April 1924. This engine was sent to Nine Elms shed and has the original stovepipe chimney with a capuchon.

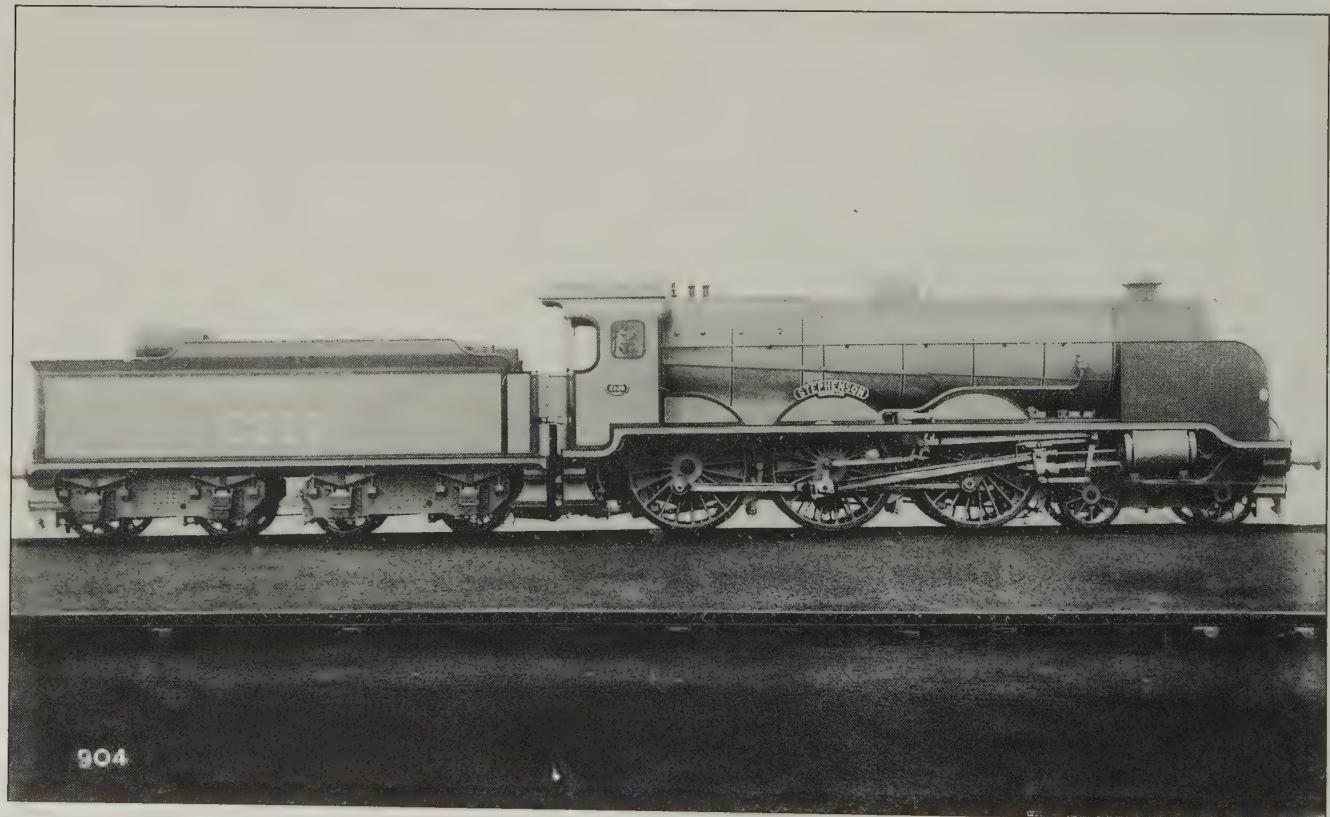


In Eastleigh shed on 4 September 1958 is the shed's H15 class 30475. It has the later type of chimney. Maurice Dart/Transport Treasury.

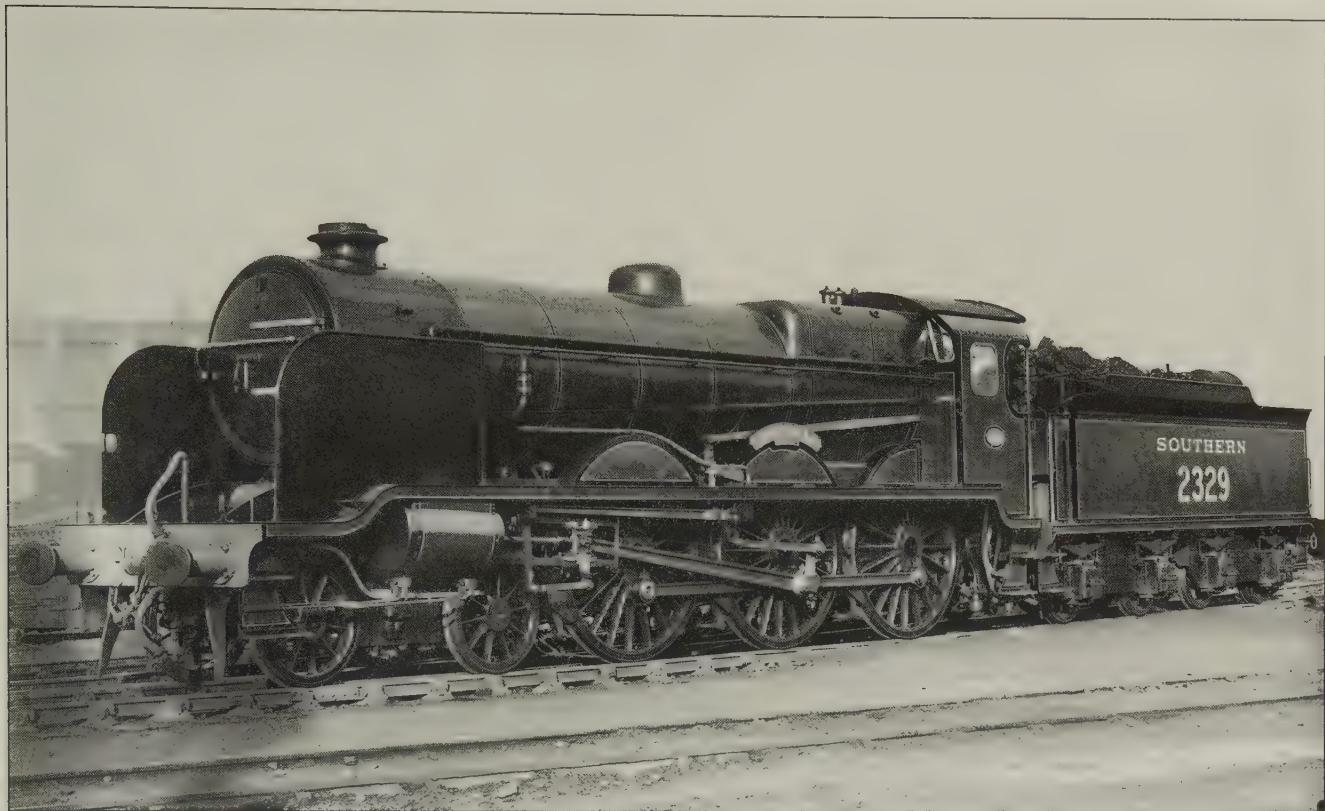
## 8

## OTHER SR 4-6-0S

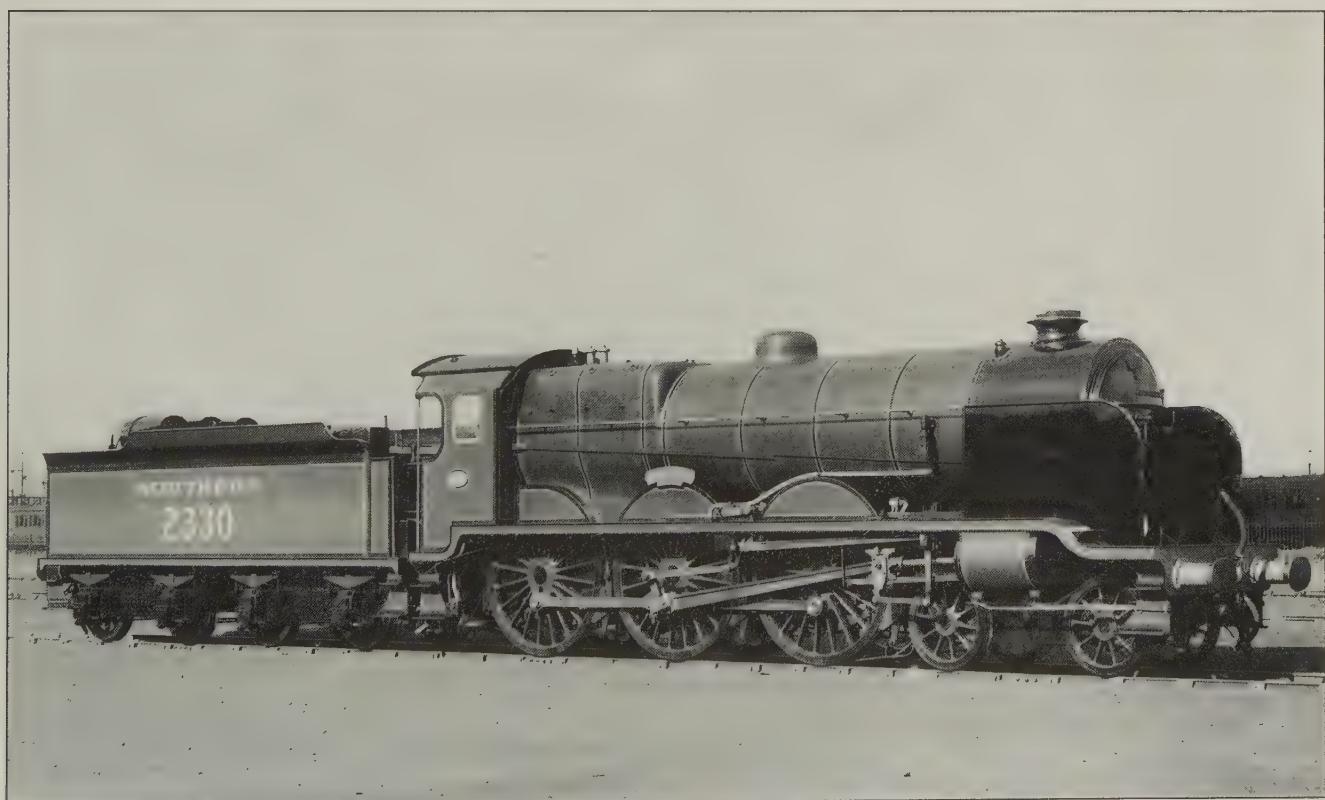
This section covers the Remembrance class which were rebuilt from London, Brighton & South Coast Railway L class 'Baltic' 4-6-4Ts and one older type which is a LSWR P14 class which worked expresses between Exeter and Salisbury. All of the Remembrance class locos were stationed at Nine Elms and mainly worked east of Salisbury but by mid-1947 they were working from Basingstoke shed.



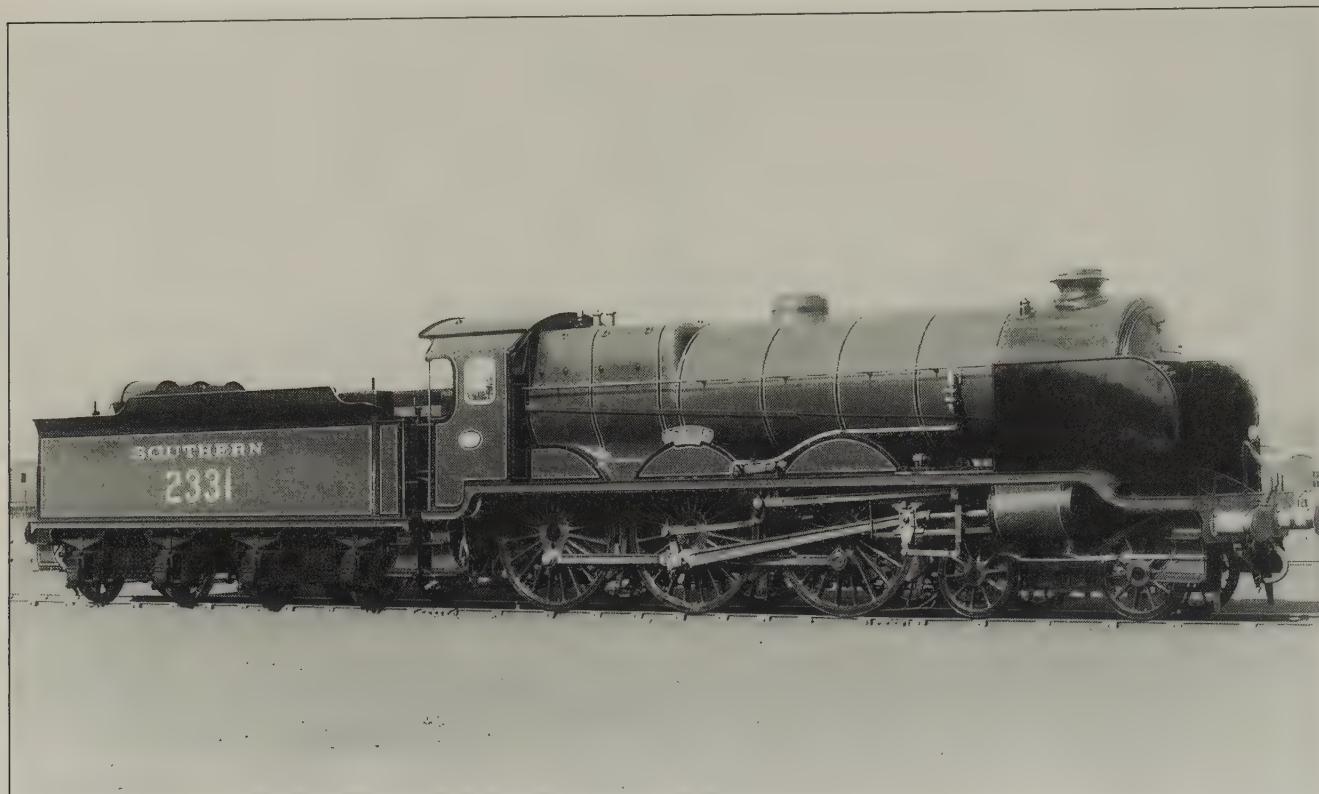
This section starts with the first loco converted to a 4-6-0 'Remembrance' class which was 2329 'STEPHENSON'. It is in 'Works grey' livery in Eastleigh Works yard in December 1934. Railway Photographs.



Here is the same engine outside Eastleigh Works in 1935 after being repainted into normal SR livery. O.J.Morris.



Soon after rebuilding in September 1935 2330 'CUDWORTH' was photographed in the Works yard at Eastleigh. O.J.Morris.



In almost the same position but in April 1936 is 2331 'BEATTIE'. Stephenson Locomotive Society.



The driver of the same engine poses on the side of the frame during a spot of oiling while it is awaiting departure from Portsmouth Harbour on a train to Waterloo in March 1937. The train contains SR 'Ironclad' set 432. F.E.Box.



I only saw three of these locos, the first of which backed on to the train on which I had arrived at Salisbury in August 1946, to take it to Waterloo. It was 2332 'STROUDLEY' which was ex-works in May painted in immaculate SR Malachite Green livery. I gazed at it until it departed and disappeared from sight around the curve. A short while later I was looking at a dirty 2330 on Salisbury shed! Here is 2332 which commanded my attention but this photo was taken south of Winchester when it was working a Waterloo to Bournemouth train on 10 October 1936.

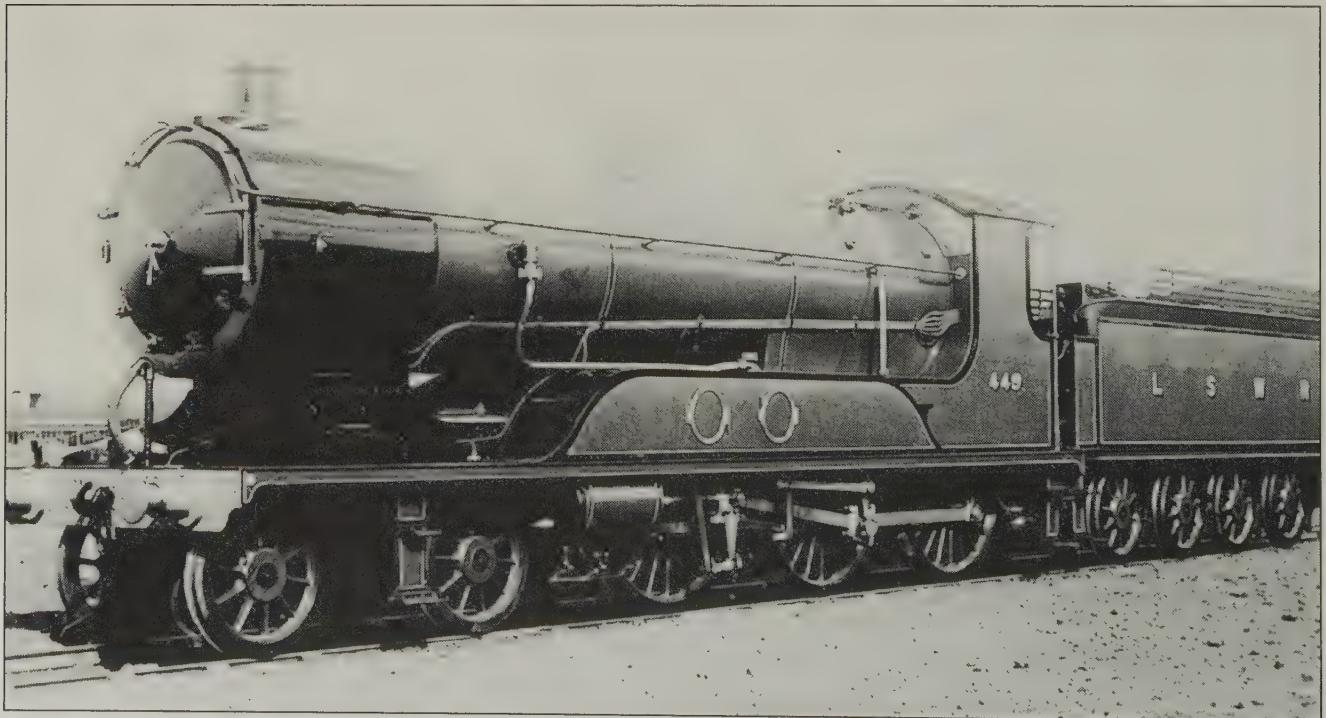
O.J.Morris/Stephenson Locomotive Society.



Another driver is posing by his engine, 32333 'REMEMBRANCE' as it waits to back out from Portsmouth & Southsea Low Level in 1949. Brian Groome.



This is another view of 32333 'REMEMBRANCE' with the engine alongside the shed at Basingstoke in the early 1950s. The commemorative plate which this engine carried can be seen on the centre splasher. A G6 class 0-6-0T is to the left of the tender.



Here is P14 class 449 newly out-shopped from Eastleigh Works in July 1923 after superheating. It was the only member of the class to be so treated. These engines were based at Salisbury and at Exmouth Junction. They were used on the heaviest expresses and were locally nicknamed 'Big Gobblers'. Withdrawal was in October 1927. Hampshire County Museum Service.

9

## STANDARD 4-6-0S

These took over some of the duties from SR 4-6-0s.



5MT 73111 from Nine Elms shed heads a Bournemouth to Waterloo train at Southampton Central on 17 July 1960. On 17 December 1960 this engine was named 'KING UTHER' formerly carried by a King Arthur class loco.



On 7 November 1966 5MT 73115 'KING PELLINMORE' from Guildford shed is on a short goods on the Bordon branch.



In the mid-1960s Basingstoke shed's 4MT 75075 departs from that town on a short Up local passenger made up from BR Standard coach set 517.



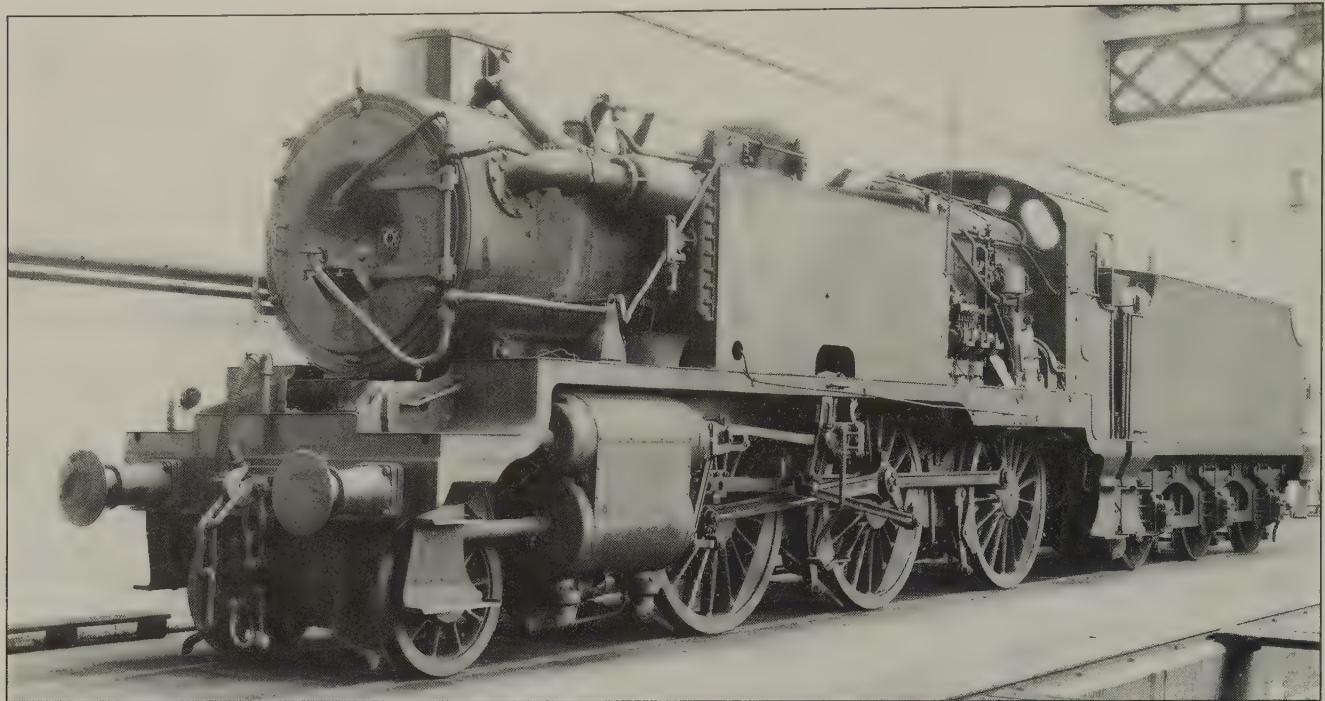
4MT 75079 is under repair at its home shed, Basingstoke on 4 September 1958. Maurice Dart/Transport Treasury.

## LNER V1 2-6-2 AND SR 2-6-0S

When the Merchant Navy class locos were withdrawn to permit their axles to be inspected following an accident in 1953, locomotives of several types were loaned as temporary replacements by the other BR Regions. They included some LNER V2 class 2-6-2s which worked trains to Bournemouth and to Exeter Central. Locomotives of the SR N and U classes regularly worked a variety of trains in the area.



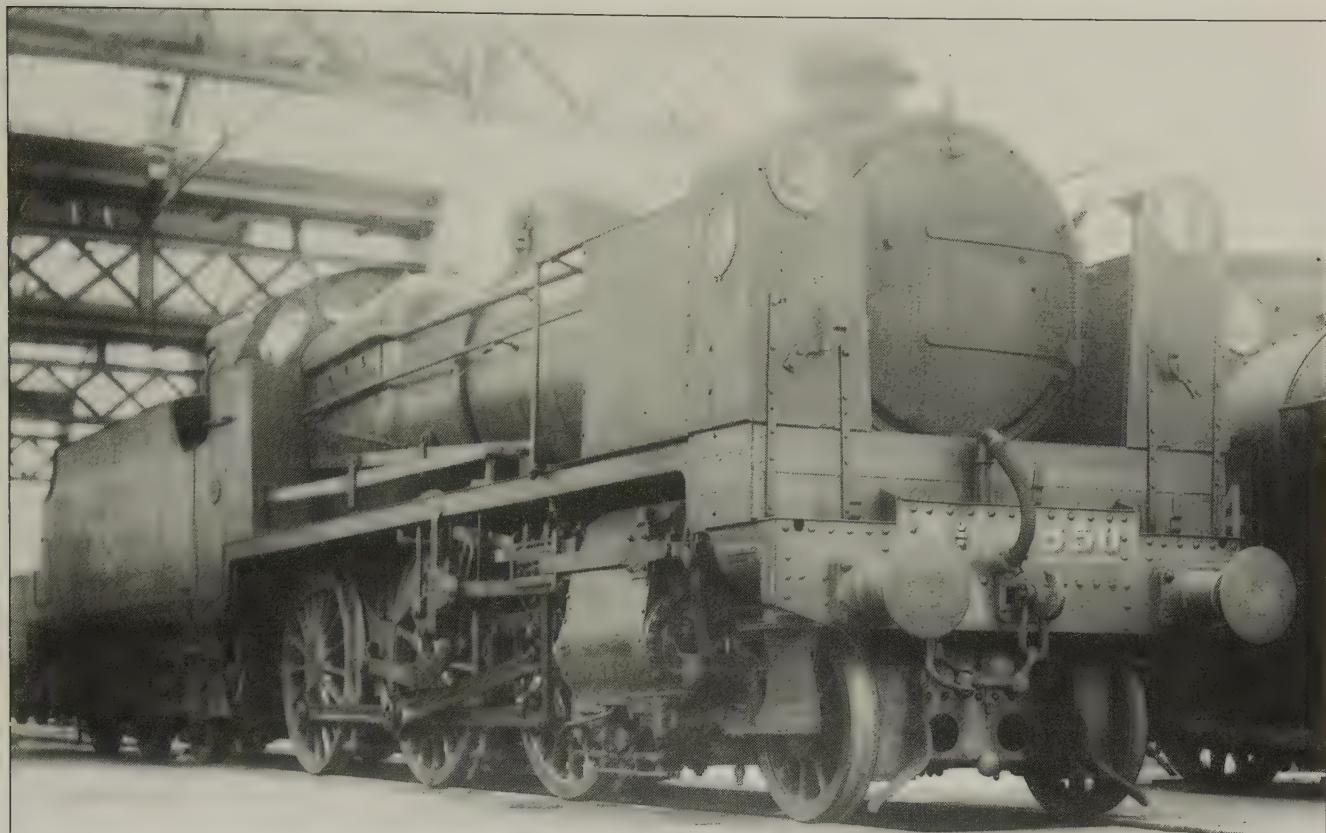
LNER V2 class 60928 departs from Southampton Central with a train from Bournemouth to Waterloo on 26 May 1953. This engine was loaned to the Southern Region from Doncaster shed and worked from Nine Elms.  
M.H.Walshaw/Hugh Davies Photos.



N class A 816 was selected for a series of steam conservation trials. These commenced in August 1931 and the loco was further modified several times through to the summer of 1934. Here it is inside Eastleigh shed after the third set of alterations sometime between 23 January and 14 October 1933. The square funnel that had been fitted is apparent together with various pumps, pipes, valves and the condenser which is the large box mounted on the frame over the centre driving wheels. It reverted to a normal N class in August 1935 numbered 1816.

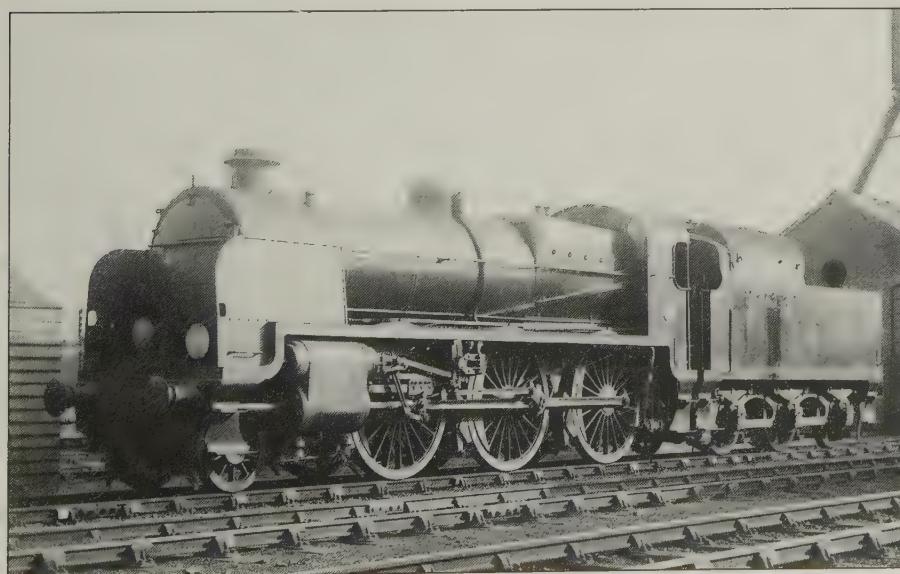


N class 31842 from Exmouth Junction shed is at Basingstoke on the 3.12pm Up local passenger service on 12 April 1962. The engine is devoid of a shed plate.



Another N class 1850 was modified at Eastleigh Works and had its Walschaerts valve gear replaced by the Marshall system. From February 1934 it worked trials at slow speeds and then the engine was rostered to work a Basingstoke to Waterloo semi-fast passenger train on 22 March. When speed increased after leaving Woking the valve gear on the right hand side disintegrated. The engine was taken into Brighton Works two days later and emerged as a conventional N class on 11 April. It was recorded at Eastleigh shed on 19 March 1934 in its modified form.

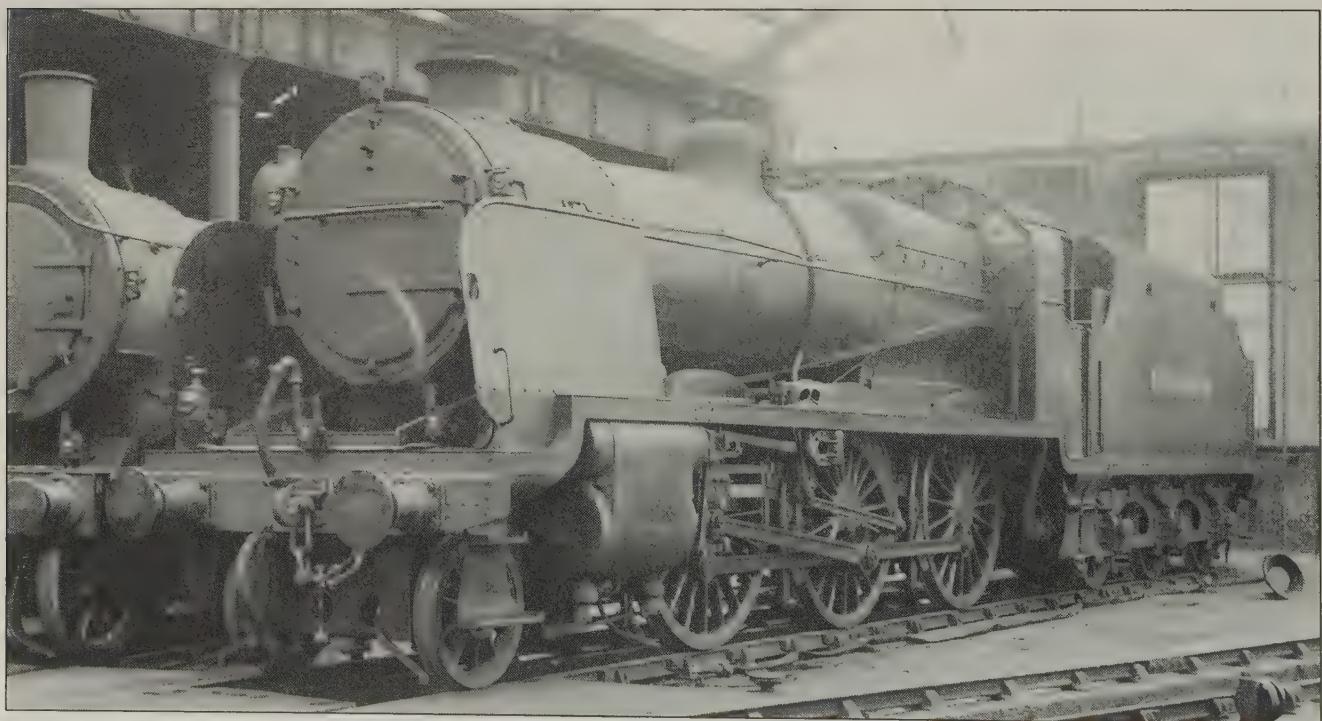
Now we look at the U class and start with another engine that was modified for trials. Between 19 December 1929 and October 1932 1629 ran with a tender which had been fitted with a hopper to hold pulverised fuel. It is outside Eastleigh Works some time after October 1931 when it had been fitted with smoke deflectors at Brighton Works.



During the last twelve months it was based at Eastbourne shed where a special bunker had been provided to hold the pulverised fuel. Any economy in fuel that might have been achieved was offset by much wastage which took place when the engine was working. As well as emitting clouds of dense black oily smoke, large chunks of the fuel were ejected on to the lineside. It re-entered traffic as a conventional U class loco in December 1932.



U class 31639 from Guildford shed pilots Q1 class 0-6-0 33006 on a Railtour organised by The Locomotive Club of Great Britain at Shawford on 3 April 1966. 33006 was officially withdrawn from Guildford shed on 10 January that year but was reinstated for a day to work the special train. It is believed to be the only member of the Q1 class to sport white-painted coupling rods. A similar reinstatement happened when GWR 4567 worked a special train to Ashburton for Plymouth Railway Circle after it had been withdrawn.

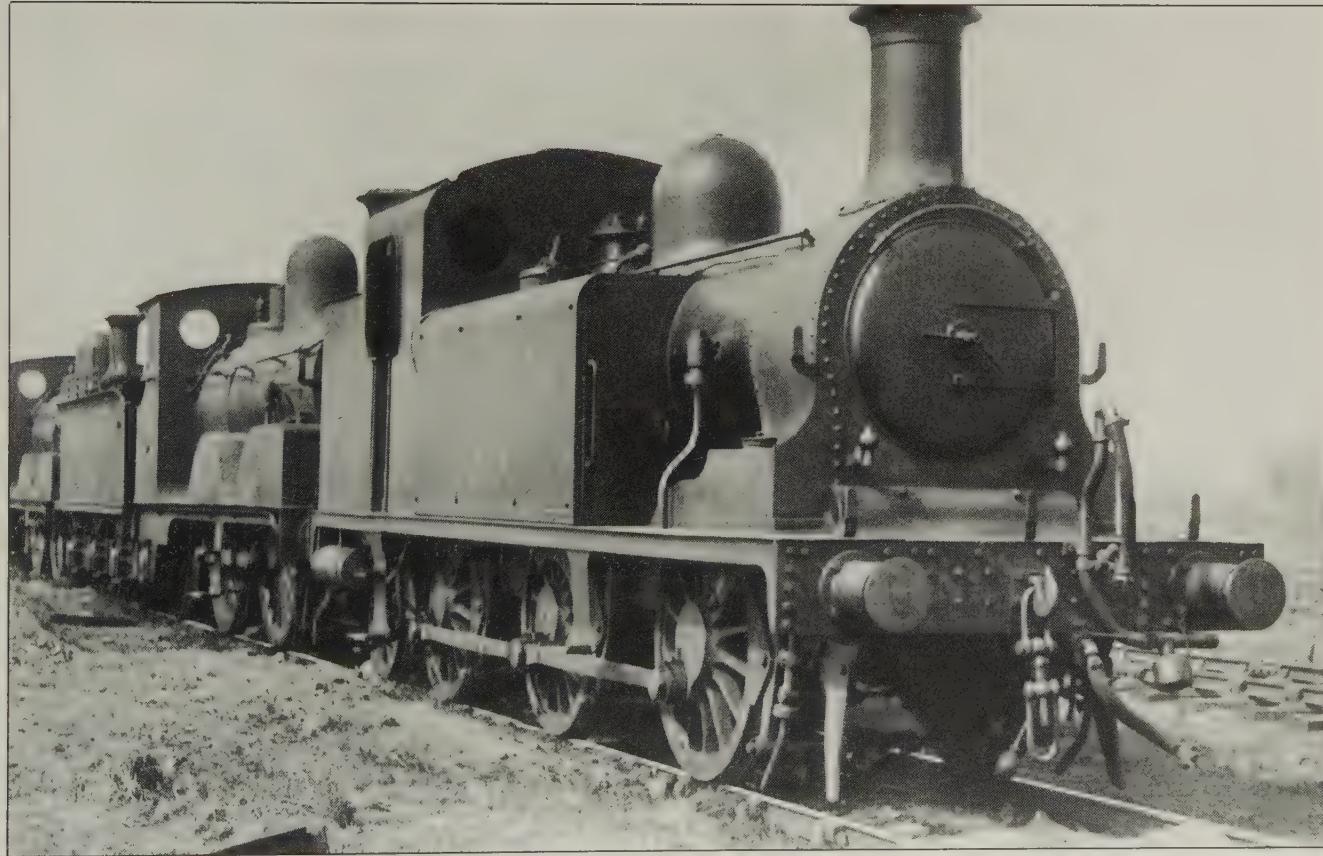


During the 1947 coal shortage two U class engines were fully converted and one was partly converted to burn oil fuel. Keeping company with a T9 class 4-4-0 in the roundhouse at Fratton shed on 17 April 1948 is 1797 as an oil-burner. It ran in this condition from October 1947, working from Fratton in 1948 and reverted to burn coal in December of that year. J.H.Aston.

# 11

## 0-6-2 TANKS

Locomotives of this type were not normally found regularly operating in the area until a few ex London, Brighton & South Coast types were drafted in for shunting work. However locomotives from some classes did visit Eastleigh Works.



This short section starts with a string of three engines at Eastleigh shed in 1930. Two A12 class 0-4-2s are behind E1/R class 0-6-2T B95 which was shedded at Exmouth Junction. This engine was one of ten E1 class 0-6-0Ts that were converted to Radial Tanks to work in Devon. This engine was one of five of the class that were re-balanced in October 1936 for use on passenger trains on the line between Halwill and Torrington. Subsequent renumbering was 2095 and 32095. Real Photographs.



Shunting in Eastleigh Carriage & Wagon Works in the Autumn of 1956 is ex Plymouth, Devonport & South Western Junction Railway 0-6-2T 30757 'EARL OF MOUNT EDGCOMBE'. It had been displaced at Plymouth by LMS Ivatt 2-6-2Ts and was transferred to Eastleigh where it worked as Works Pilot until January 1958. Steve Davies collection.

This is a line of engines at the shed at Longmoor on the War Department Longmoor Military Railway on 25 May 1946. On the left the front of an LBSCR I2 class 4-4-2T can be seen. It is either WD 72400 or 72401 which had been SR 2013 and 2019. The former had been named 'EARL ROBERTS' and the latter was to be named 'KINGSLEY' but the nameplates were never affixed to the sides of the tanks. As the tank is not visible this does not help in identifying the loco. However, just before November 1944 72401 had



been overhauled at Brighton Works. So as the engine in the photo is looking quite dirty it would appear to be 72400. Centre is Taff Vale Railway O1 class 0-6-2T WD 70205 'GORDON' which had been GWR 450. Luckily this engine still survives in preservation. On the right is the cab of WD oil-burning 0-6-2T 70208 'KITCHENER' which had been built specially for Longmoor in 1938 by Bagnall.



Heading a line of engines at Eastleigh shed among piles of ash on 4 September 1958 is LBSCR E4 class 0-6-2T 32556 which had been transferred to Eastleigh from Horsham in December 1951. Up to the early 1900s this engine had been named 'TADWORTH'. To the rear is Eastleigh's 'King Arthur' class 4-6-0 30785 'SIR MADOR DE LA PORTE'. Maurice Dart/Transport Treasury.

## 12

# GWR 0-6-0S

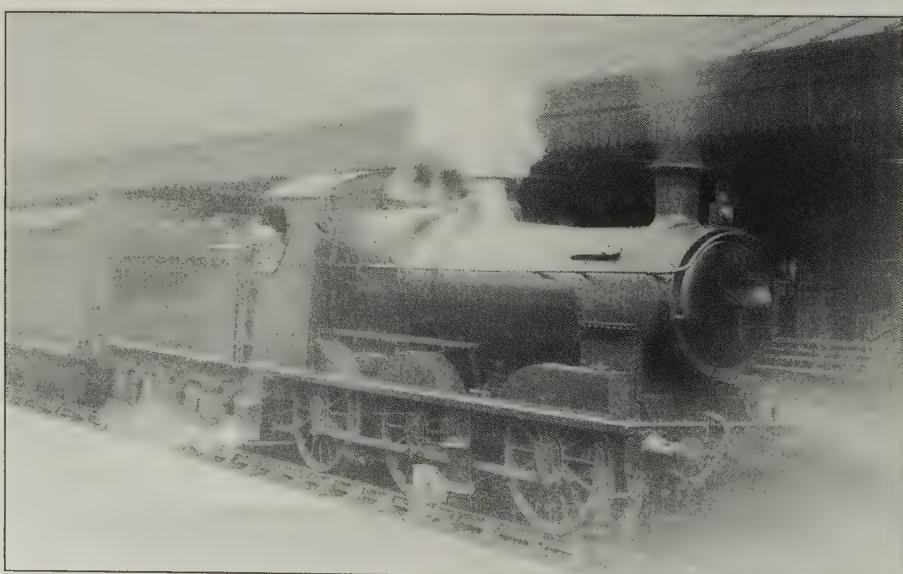
Engines of this type worked trains from the GWR on to the Southern via the Didcot, Newbury & Southampton line or from Reading via Basingstoke. They could also have worked down the MSWJ route from Cheltenham, Savernake and Andover Junction.



2251 class 0-6-0 3210 from Didcot shed is at Eastleigh on a Down service on 12 October 1954. The tender is from an ROD 2-8-0 and is still lettered GWR. Brian Webb Collection/Industrial Railway Society.

EX MSWJ 0-6-0 which became GWR 1013 waits to depart from Southampton Terminus with a stopping passenger train composed of LSWR stock on 10 November 1928. The engine which was probably working from Cheltenham shed was withdrawn in June 1937.

H.C.Casserley.



## 13

# SR Q1 AND Q CLASS 0-6-0S

These two classes worked many of the goods services throughout the area covered in this book.



We start with some views of what have been described as 'the ugliest locomotives ever built'. These were the wartime built Q1 class which were devoid of any ornamentation and were also designed to permit access to the wheelbase area for ease of maintenance work. They were nicknamed 'Wart Hogs'. A line of engines at Fratton shed on 2 September 1958 contained 33021 from Eastleigh shed. Mike Daly.

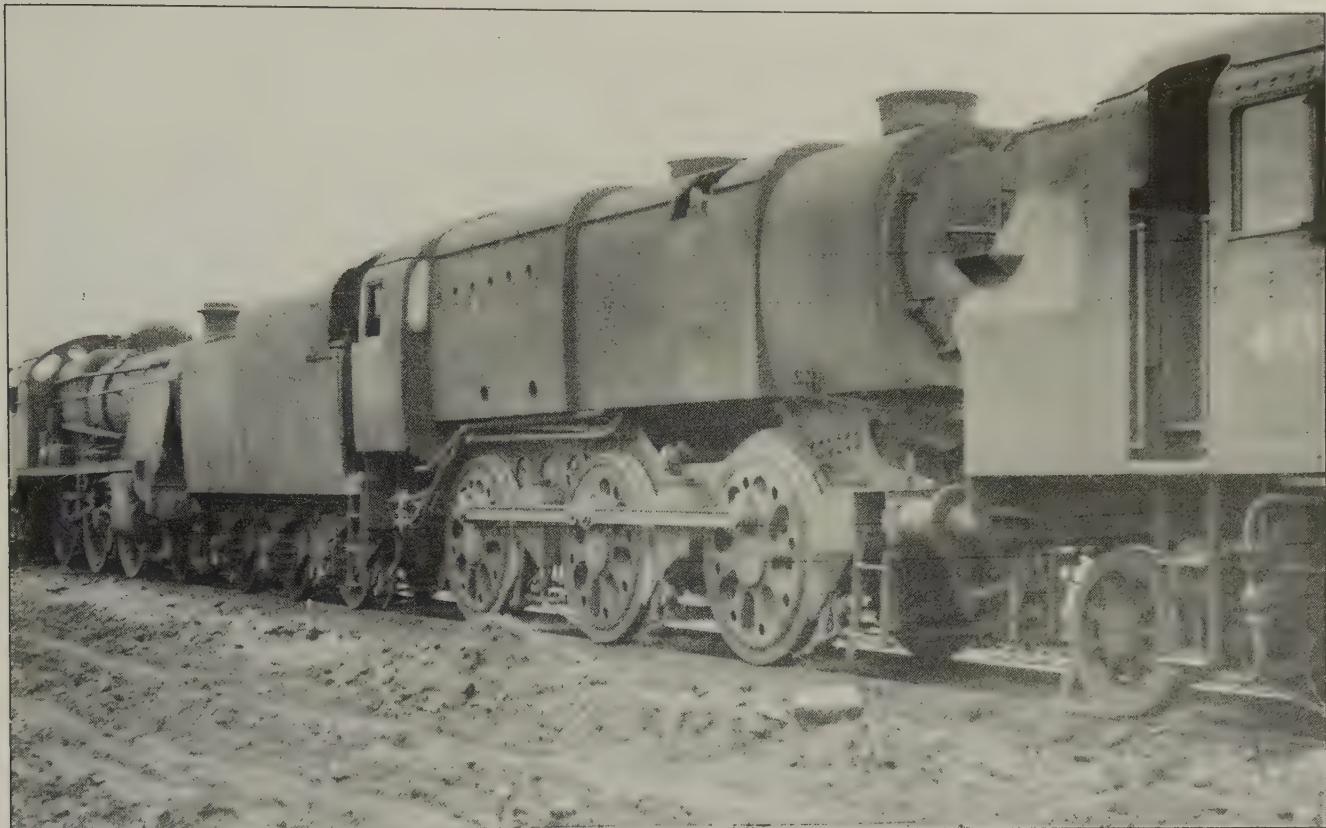


Shunting is in progress at Bordon in 1964 where Guildford shed's 33027 is assisted by a War Department 0-6-OST. Transport Treasury

Eastleigh shed yard was full of engines on 28 June 1964 which included 33033 which had been withdrawn from Guildford shed six days earlier. On the right the front of 'Battle of Britain' class 4-6-2 34078 '222 SQUADRON' from Exmouth Junction shed can be seen.

Maurice Dart/Transport Treasury.





This is another line of engines at Eastleigh shed on the same date. They had all been withdrawn six days earlier. Left is U class 2-6-0 31801 from Guildford shed. Centre is Q1 33039 and on the right is LMS Ivatt 2MT 2-6-2T 41328 both from Eastleigh. Maurice Dart/Transport Treasury.



Now come some photos of the very smooth outlined Q class locomotives and we see another line up at Eastleigh shed on 4 September 1958. Left is P class 0-6-0T 31325 with Q class 30532 in the centre both of which were shedded at Eastleigh. On the right is the front of 700 class 0-6-0 30693 from Guildford shed.

Maurice Dart/Transport Treasury.



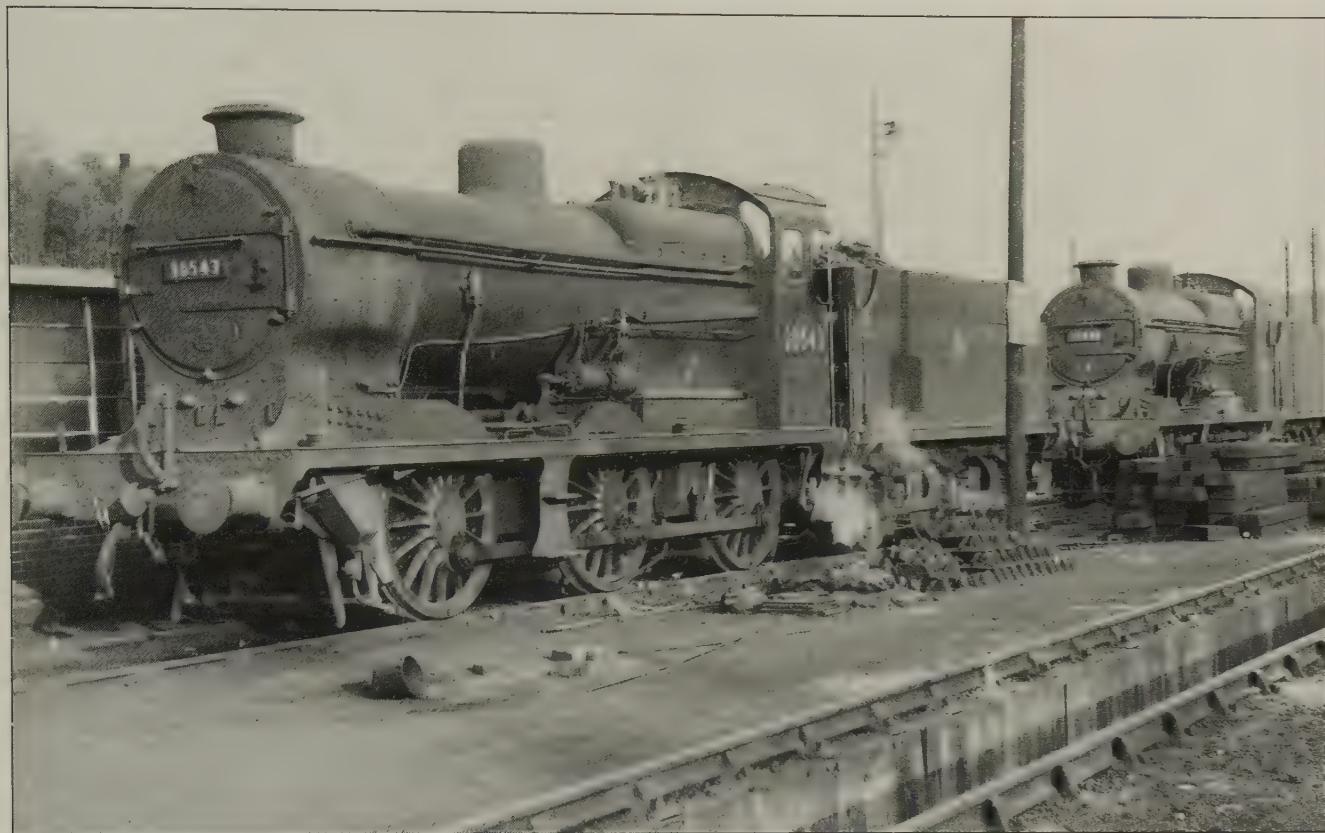
A scene at Brockenhurst on 7 May 1962 has Q 30541 passing on a passenger train whilst M7 class 0-4-4T 30111 waits to run into the platform, probably to attach to a train for Lymington Pier. Both engines were from Bournemouth shed although the M7 does not have a shed plate affixed.

On 28 June 1964 at Eastleigh shed was Guildford shed's Q class 30542.

Maurice Dart.



Still operating from Guildford shed the same engine is working a mixed goods at Bordon on 31 August 1964. There is no shed plate on the engine. In the train the second wagon is a GW van and the fourth is a LMS van built during the war with wooden instead of steel ends. Transport Treasury.



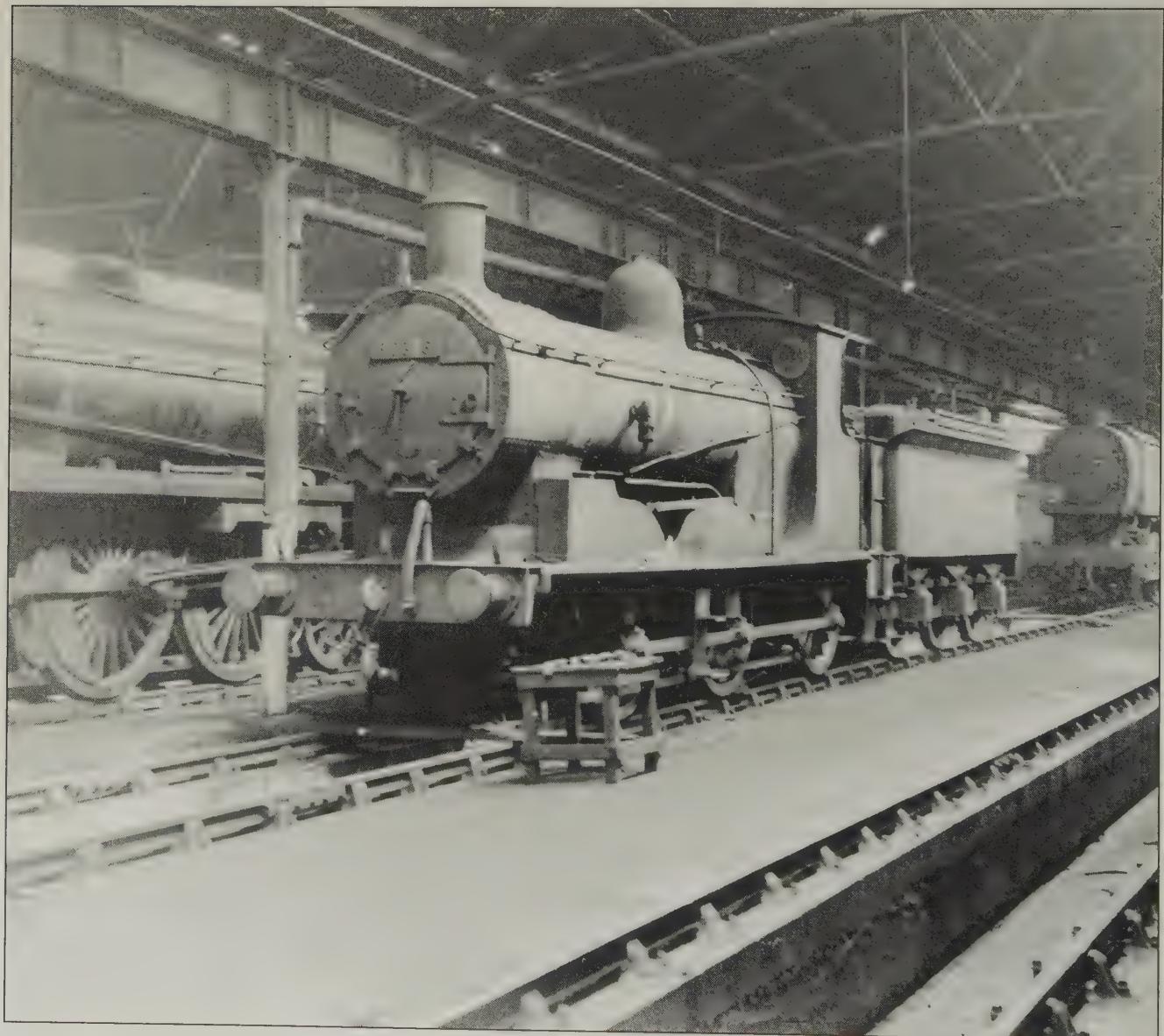
A pair of Q class locos are at Bournemouth shed on 4 September 1958. They are Eastleigh shed's 30543 and Bournemouth's own 30541. A goodly mix of various 'bits and pieces' is on the ground alongside the engines.  
Maurice Dart/Transport Treasury.



Eastleigh shed's Q class 30543 is at home in the early 1960s.

## OTHER SR 0-6-0s

This short section has examples of other classes of this type which worked in the area, mainly on goods.



Three Eastleigh engines are at home inside the shed on 4 September 1958. Partly hidden on the left is H15 class 4-6-0 30477. Centre is 700 class 0-6-0 30316. On the right is Q1 class 0-6-0 33021.  
Maurice Dart/Transport Treasury.



This is another view of engines at Eastleigh shed on 4 September 1958. On the left is Q class 0-6-0 30532 with M7 class 0-4-4T 30028 on the right, both of which were Eastleigh engines. Centre is Guildford shed's 700 class 30693.  
Maurice Dart/Transport Treasury.



At Fratton shed on 2 September 1958 was Guildford shed's 700 class 30697. Maurice Dart.

Another view inside Eastleigh shed on 4 September 1958 contains three locos which were all based there. Left is M7 class 0-4-4T 30480. Centre is 0395 class 0-6-0 30566 with part of Q1 class 0-6-0 33021 visible on the adjacent line.

Maurice Dart.

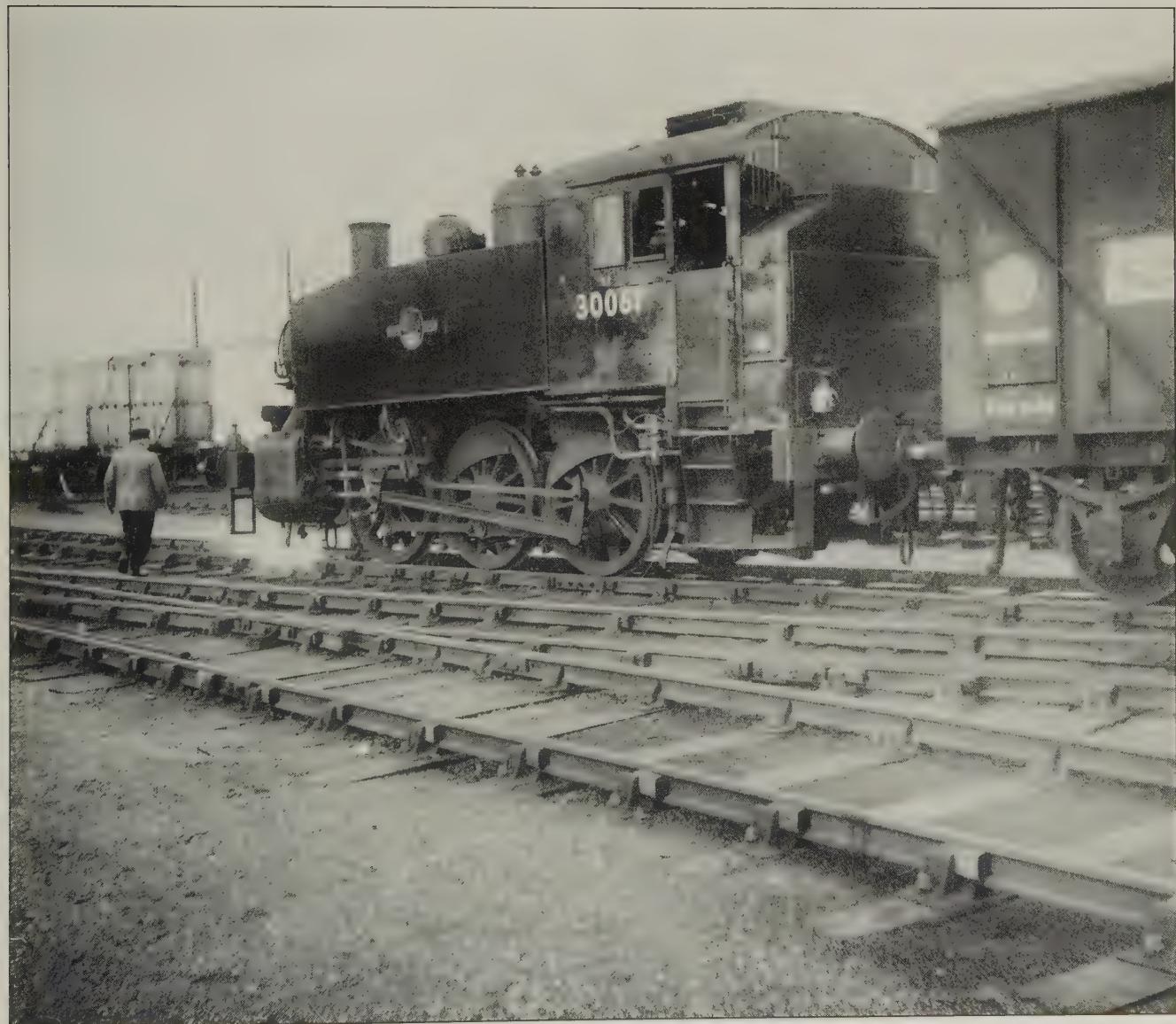


Four engines are at Fratton shed on 22 May 1957 but only two of them can be identified. Nearest is the shed's own 'double domed' C2X class 0-6-0 32548, to the rear, of which only a part is visible, is Standard 4MT 2-6-0 76053 from Redhill shed.

## 15

## USA 0-6-0 TANKS

When these fifteen engines arrived on the SR in 1947 fourteen of them were allocated to Southampton Docks where they replaced the B4 0-4-0Ts. When diesel shunters arrived the USA tanks were dispersed around the system. The fifteenth engine was used as a source of spares.



The first of the class was 30061 which is shunting in Southampton Docks in January 1962. It is moving some BR Fyffes Banana vans around. The leading van is B882088. Denis Richards.



Here is 64 at Southampton Docks shed on 21 September 1947 three months after entering service. This engine has been preserved and operates on the Bluebell Railway. In the background is B4 0-4-0T 95 'HONFLEUR' which moved to Friary shed, Plymouth shortly after this photo was taken. This B4 was sold to the Ministry of Fuel and Power in April 1949 and worked at the Opencast Coal Disposal Point at Gwaun-Cae-Gurwen, being withdrawn and cut up in October 1957.

A grubby 30068 is shunting at Southampton Docks coupled to a LNER high-sided steel wagon in January 1962. Denis Richards.





On 28 June 1964 30069 is inside the shed at Eastleigh. It had been transferred there twelve months earlier. Behind the USA tank is the shed's LMS Ivatt 2MT 2-6-2T 41319. Maurice Dart.



Another very grubby engine 30071 shunts in Southampton Docks on a dull murky day in January 1962.  
Denis Richards.



After being displaced from Southampton Docks by diesel shunters several of the USA tanks were transferred to Eastleigh shed. We see 30073 inside the large shed on 28 June 1964. The shed's Standard 4MT 4-6-0 75075 is on the left. Maurice Dart.

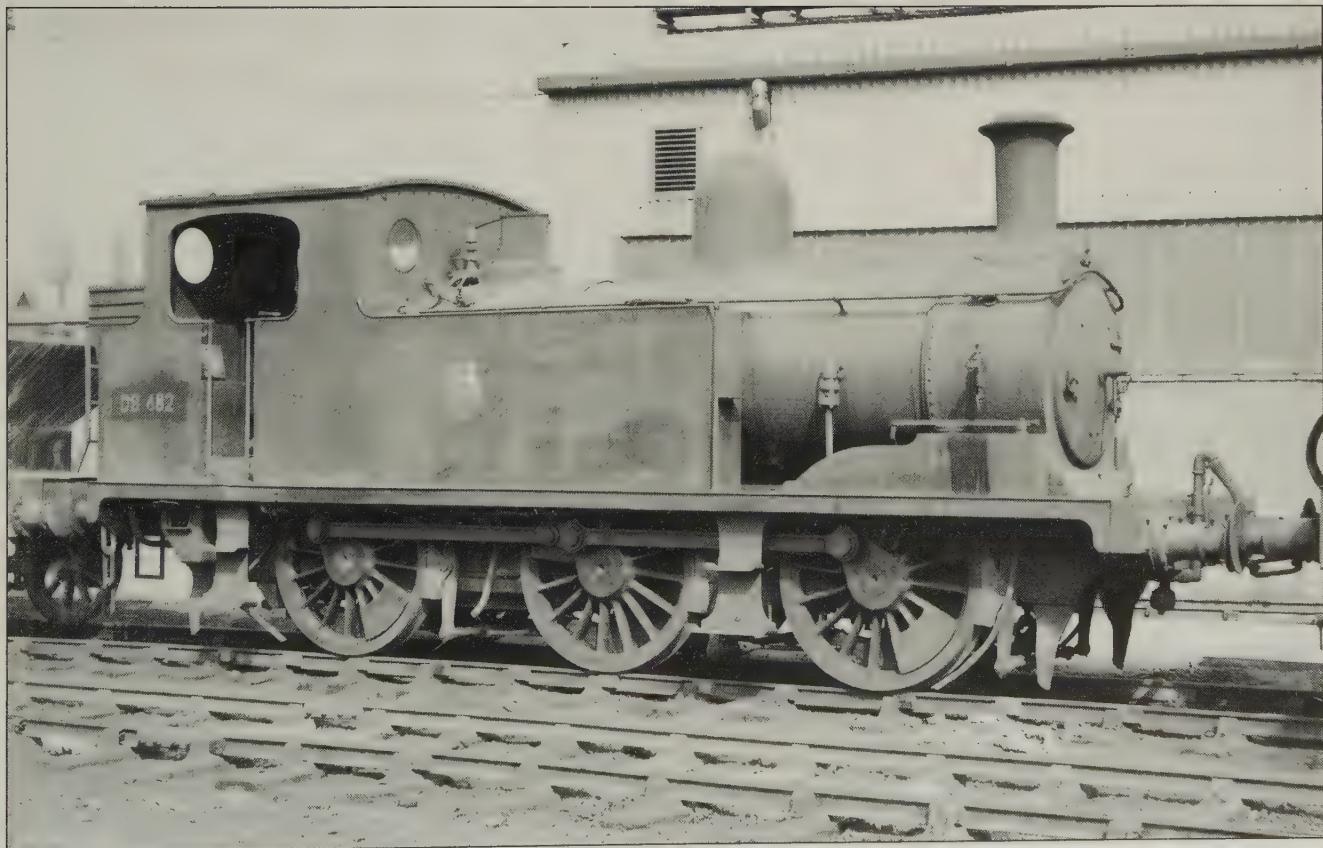
We end this section with 30074 shunting in Southampton Docks as No.4 pilot in January 1962. At the end of April 1963 this engine was taken into Service stock, renumbered DS 236 and sent to work as pilot loco at Lancing Carriage & Wagon Works until that establishment closed on 25 June 1965.

Denis Richards.



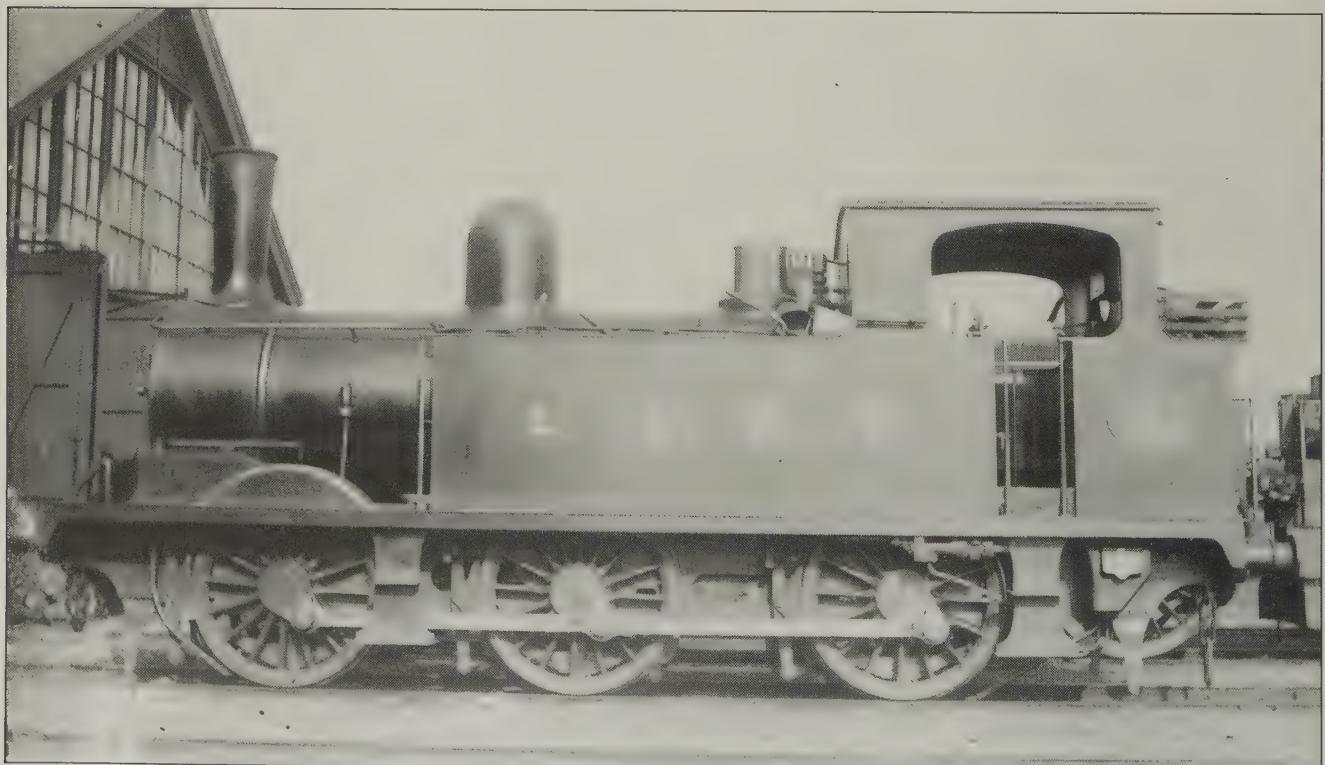
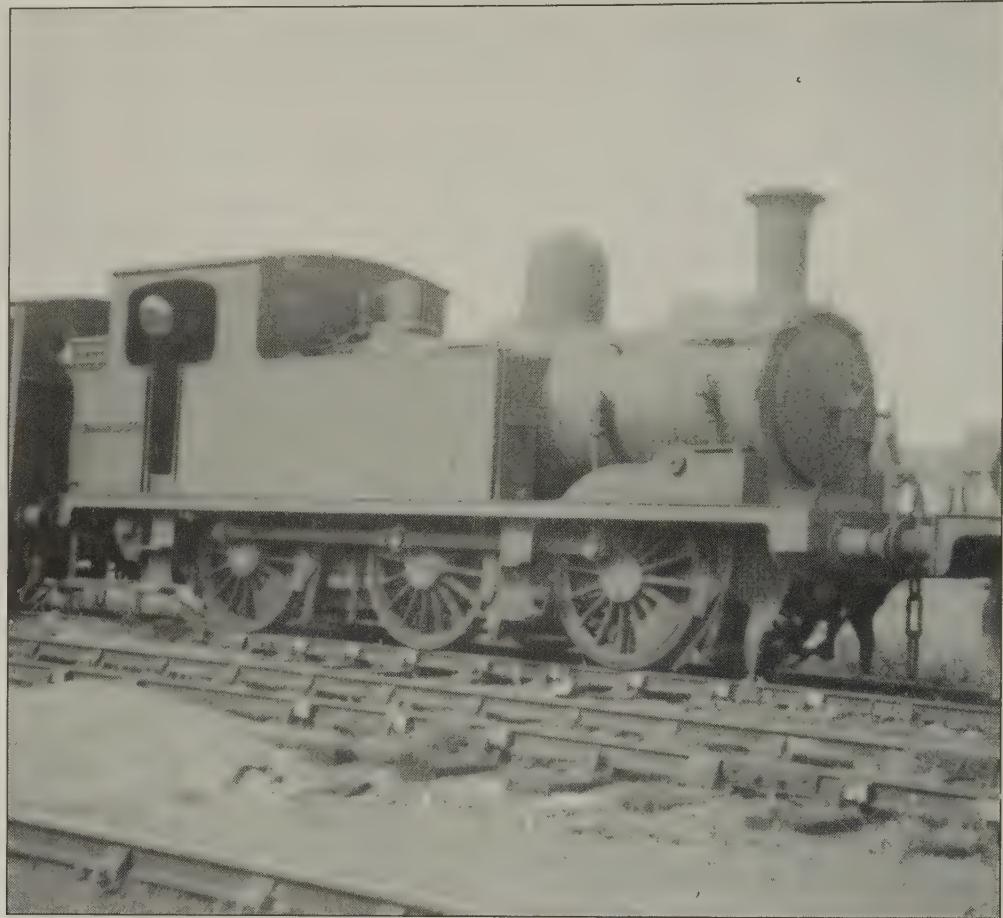
## SR G6 CLASS 0-6-0 TANKS

These were the standard LSWR shunting tanks for a great many years and operated throughout the system.



This small section starts with a shot of DS 682 at Eastleigh shed in April 1963. This engine had been numbered 30238 but was taken into Service stock and renumbered on 17 January 1961. It was sent to work as Pilot loco at Meldon Quarry from where it was displaced by a USA tank. P.H.Groom.

Among a line of engines at Eastleigh shed on 14 June 1949 was this G6 which is so dirty that the 'SOUTHERN' inscription on the side of the tank is barely readable, let alone the loco's number. Luckily the photographer identified it on the reverse as 260 which was from Bournemouth shed. The condition of this engine is typical of how most looked following the end of the Second World War.



Outside Eastleigh shed in the early 1920s where it was based is 266 showing its original stovepipe chimney.

## SR E1 CLASS 0-6-0 TANKS

These were the standard LBSCR tank locomotives designed for shunting in goods yards and also for working branch line goods traffic. Four of them were later sent to Isle of Wight where on busy Saturdays they occasionally worked passenger trains. I have arranged these photos in their original class order. All of the engines on the Isle of Wight were based at Ryde shed following the closure of Newport shed on 4 November 1957.



Originally numbered 131 and named 'GOURNAY', 4 'WROXALL' is shunting in the yard at Cowes on 5 September 1958. Maurice Dart.



1 'MEDINA' stands alongside Newport shed where it was based, in the early 1950s. It was originally numbered 136 and was named 'BRINDISI'.

Fratton's 32139 stands at its home shed on 2 September 1958. The shed's A1X class 'TERRIER' 0-6-0T 32646 is on the right.

Maurice Dart.





Back on the Isle of Wight on 20 May 1933 W2 'YARMOUTH' approaches Newport with a train of loaded coal wagons from Medina Wharf. Originally this engine had been named 'HUNGARY' and was numbered 152.

H.C.Casserley/Pamlin Prints.

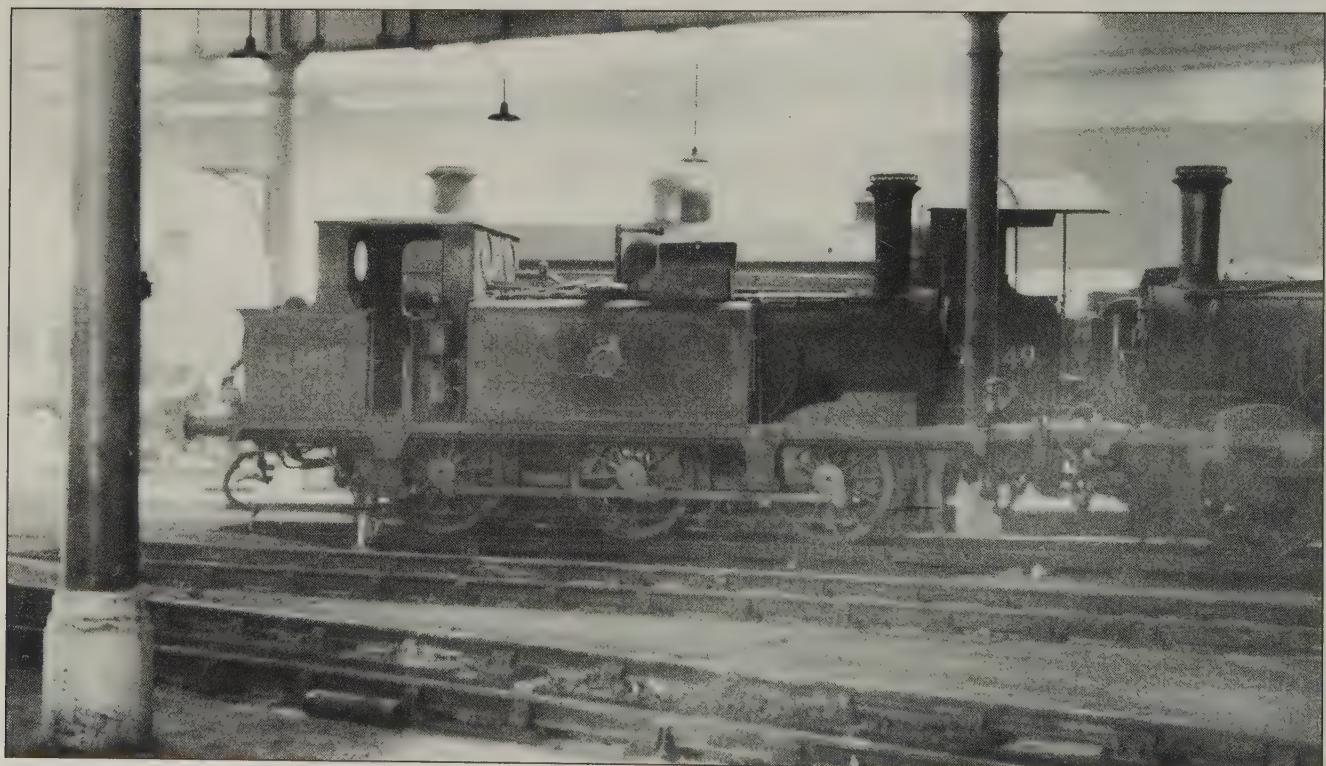


Four engines are in this photo that was taken at Ryde shed on 5 September 1958. On the left is O2 class 0-4-4T 29 'ALVERSTONE'. Nearest to the camera is E1 3 'RYDE' which was formerly 154 and was named 'MADRID'. The two O2s at the rear of the E1 are 14 'FISHBOURNE' and 30 'SHORWELL'.

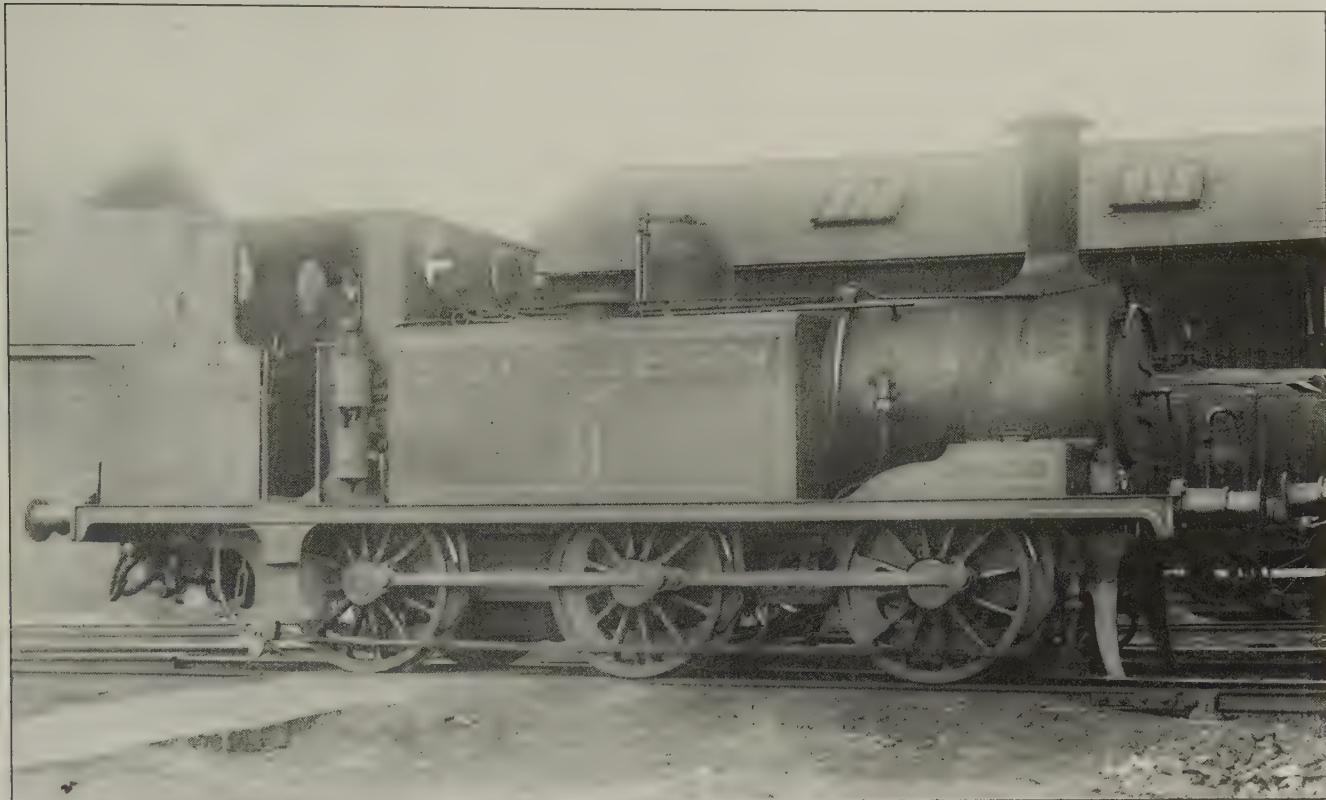
Maurice Dart/Transport Treasury.

## SR A1 AND A1X CLASS TERRIER 0-6-0 TANKS

These small tank locomotives worked branch line passenger trains throughout the LBSCR system. Several were sent over to the Isle of Wight from where some returned and re-entered normal stock. Some were transferred to Service stock and others were sold to pre-grouping railways, only to come into SR stock when the grouping took place. Still others were sold to industrial concerns, some of which were in the north east of England. I have arranged these photos in their original class order. To save repetition of the class designation all of the engines depicted were A1X class apart from DS 680 which remained an A1. I make no excuse for including several photos of the same engine in some cases as this type was immensely popular among enthusiasts.

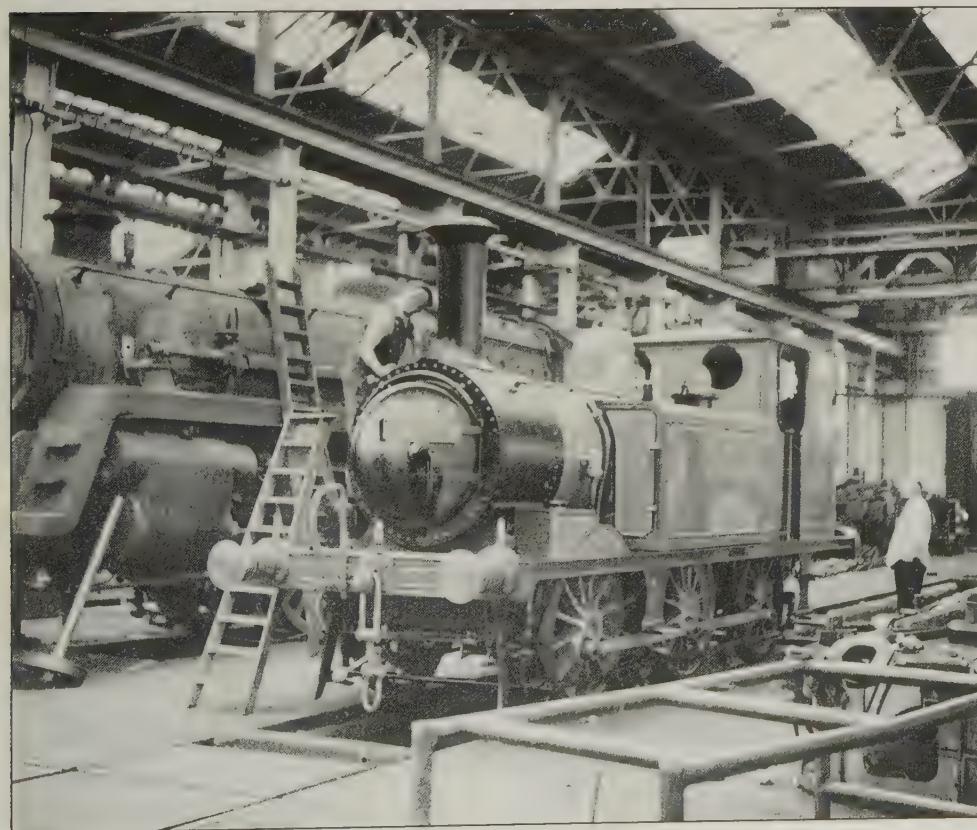


We start this large section with 32640 in the Roundhouse at its home shed, Fratton on 2 September 1958. Originally numbered 40 and named 'BRIGHTON' it moved to the Isle of Wight where it was numbered W11 and named 'NEWPORT'. It returned to the mainland and in July 1947 it became 2640. After withdrawal it was sold to Butlins for display at one of their Holiday Camps. It has been preserved and operates on the Isle of Wight Steam Railway. In the distance on the left is the shed's U class 2-6-0 31807. Mostly hidden by the Terrier is Guildford shed's 700 class 0-6-0 30349. The front of another of the shed's Terriers, 32678 is on the right. Maurice Dart/Transport Treasury.



Here is the same engine on 21 September 1926 numbered W11 at Newport shed.

The Locomotive Club of Great Britain/Ken Nunn Collection.

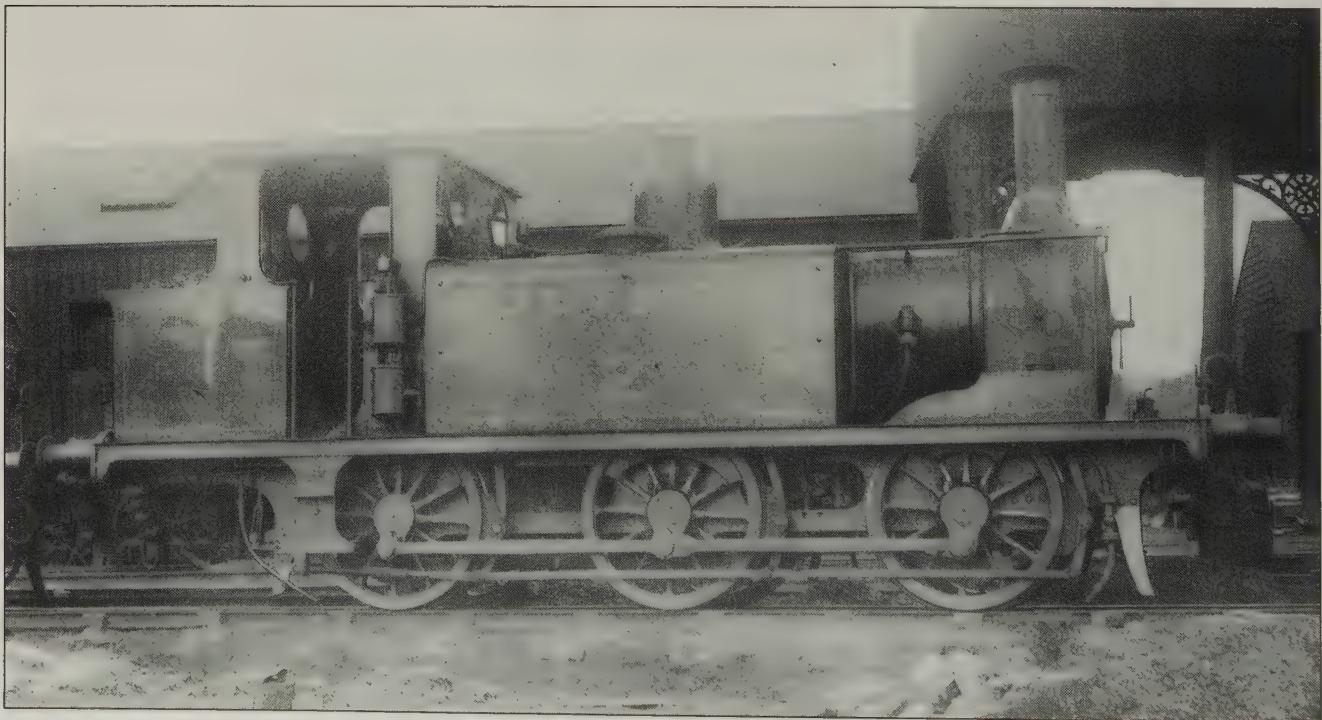


A third shot of the same engine was taken in Eastleigh Works on 28 June 1964. It was being refurbished for sale to Butlins. On the left Standard 5MT 4-6-0 73001 from Barrow Road shed, Bristol, is in for some attention. Maurice Dart/Transport Treasury.



Fratton's 32646 is at its home shed coupled to GWR 5 plank wagon W111838 on 2 September 1958. Unusually the BR emblem on the tank faces to the right. Originally numbered 46 and named 'NEWINGTON' this engine was sold to the LSWR where it was numbered 734. After becoming SR stock it was transferred to the Isle of Wight where it became W2 'FRESHWATER' and later its number changed to W8. It returned to the mainland in August 1949 when it became 32646. This engine is also preserved on the Isle of Wight Steam Railway.

Maurice Dart/Transport Treasury.



Here is the same engine at Newport shed on 21 September 1926 numbered W2.  
The Locomotive Club of Great Britain/Ken Nunn Collection.



Fratton shed's 32650 has arrived at Havant on a train from Hayling Island on 2 September 1958. This engine was originally numbered 50 and named 'WHITECHAPEL'. It moved to the Isle of Wight where it became W9 'FISHBOURNE'. On moving back to the mainland it entered Service stock and became 515S during which it was converted to burn oil for a period. It changed to DS515 in the early BR period and in November 1953 it re-entered normal stock as 32650. This engine is preserved and operates on the Kent & East Sussex Railway. The train from Hayling Island had been double-headed by two Terriers. The pilot engine 32677 had detached and was taking water behind the train. The front carriage is a BR Standard non-corridor coach.

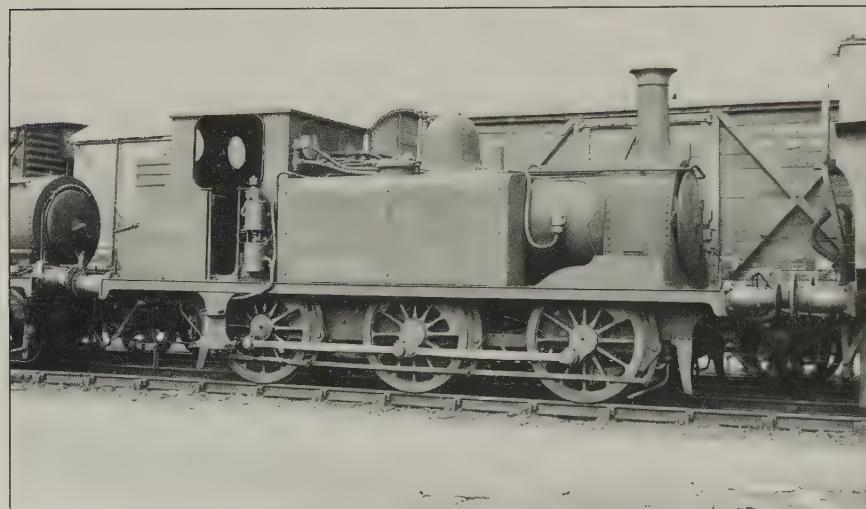
Maurice Dart.



Here the same engine takes a train from Havant to Hayling Island off Langston Bridge in the mid 1950s.

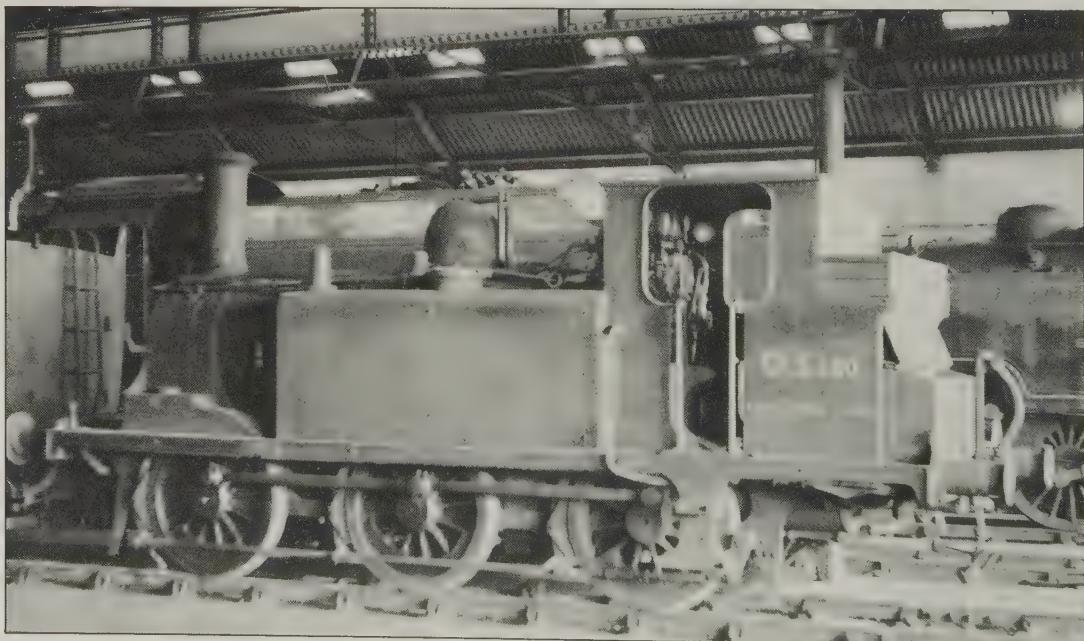
The same engine is seen after withdrawal at Eastleigh shed on 28 June 1964. B4 class 0-4-0T 30102, also withdrawn, is on the right.

Maurice Dart.



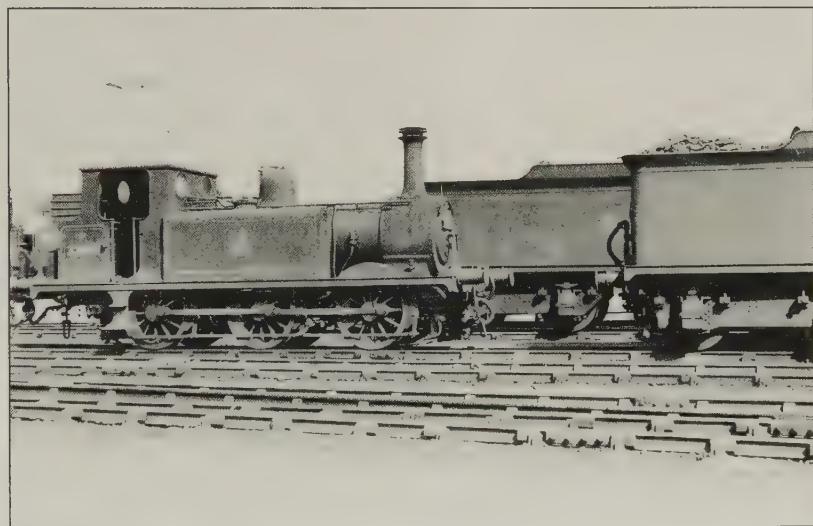
This is DS 680 which is the only A1 class engine included in this section. It was recorded at Eastleigh Works in April 1963. The engine started life as 654 'WADDON' and was sold to the SECR in September 1904 where it became 751. On grouping it became SR 654 until it entered Service Stock as 680S. It has been preserved and is resident in York Railway Museum. Behind and to the left is GW 12T van W101747. P.H.Groom.

Here is the same engine inside Eastleigh shed on an unknown date in the BR period.





Photographed at Fratton shed on 17 September 1933 was 2655 which had started life as 55 'STEPNEY'. This engine has been preserved and works on the Bluebell Railway. The engine is coupled to SR 8 plank wagon W32731.



At Eastleigh Works on 4 September 1958 is Fratton shed's 32661 which was originally 61 'SUTTON'. Maurice Dart.



Here is 2647 at Eastleigh shed in the 1930s. Withdrawal was in October 1951. D.Hawkins.



In a line of withdrawn engines at Eastleigh shed on 28 June 1964 is 32662. This engine was originally named 'MARTELLO' and was numbered 62. It is preserved and resides at Bressingham Steam Museum. On the left is B4 0-4-0T 30102. Maurice Dart.

This engine started out as 75 'BLACKWALL' and moved to the Isle of Wight where it became W9. It is seen in this guise at Newport on the 4.2pm to Freshwater on 25 April 1926. As this engine was officially withdrawn in January 1926 this provides us with another mystery. Maybe the date quoted on the photograph list is incorrect!

The Locomotive Club of Great Britain/Ken Nunn Collection.



The train shown earlier has arrived at Havant from Hayling Island on 2 September 1958. 32650 is still attached to the train but nearer to the camera 32677 has uncoupled and has backed off the train ready to run into the loop to take water. As my train was stopped in the station I had to take this shot from a distance in order to include 32677 before it disappeared behind the carriages.

That engine started out as 77 'WONERSH' and went to the Isle of Wight where it became W3,

later changed to W13, 'CARISBROOKE'. It returned to the mainland in August 1949 when it became 32677 and worked from Fratton shed. The train is mainly composed of BR Standard non-corridor stock.

Maurice Dart/Transport Treasury.

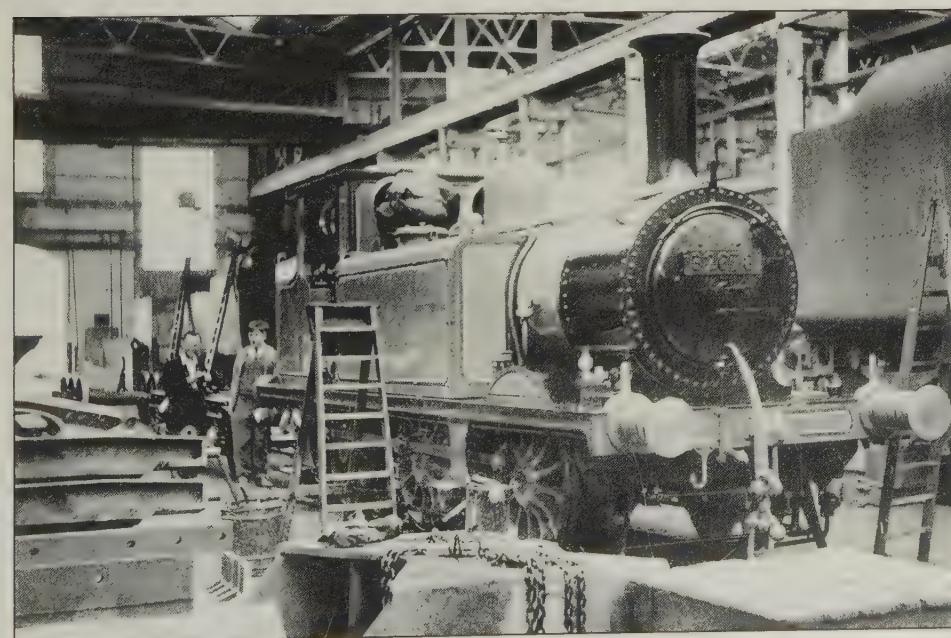


Here are two of the class at Eastleigh shed on 14 June 1949 after returning from the Isle of Wight. At the rear is W13 seen and described in the previous photo. In front of it is W8 which was described earlier under 32646.



operates on the Kent & East Sussex Railway. On the left is already described 32640 and hidden by the Terriers is Guildford shed's 700 class 0-6-0 30349. Maurice Dart.

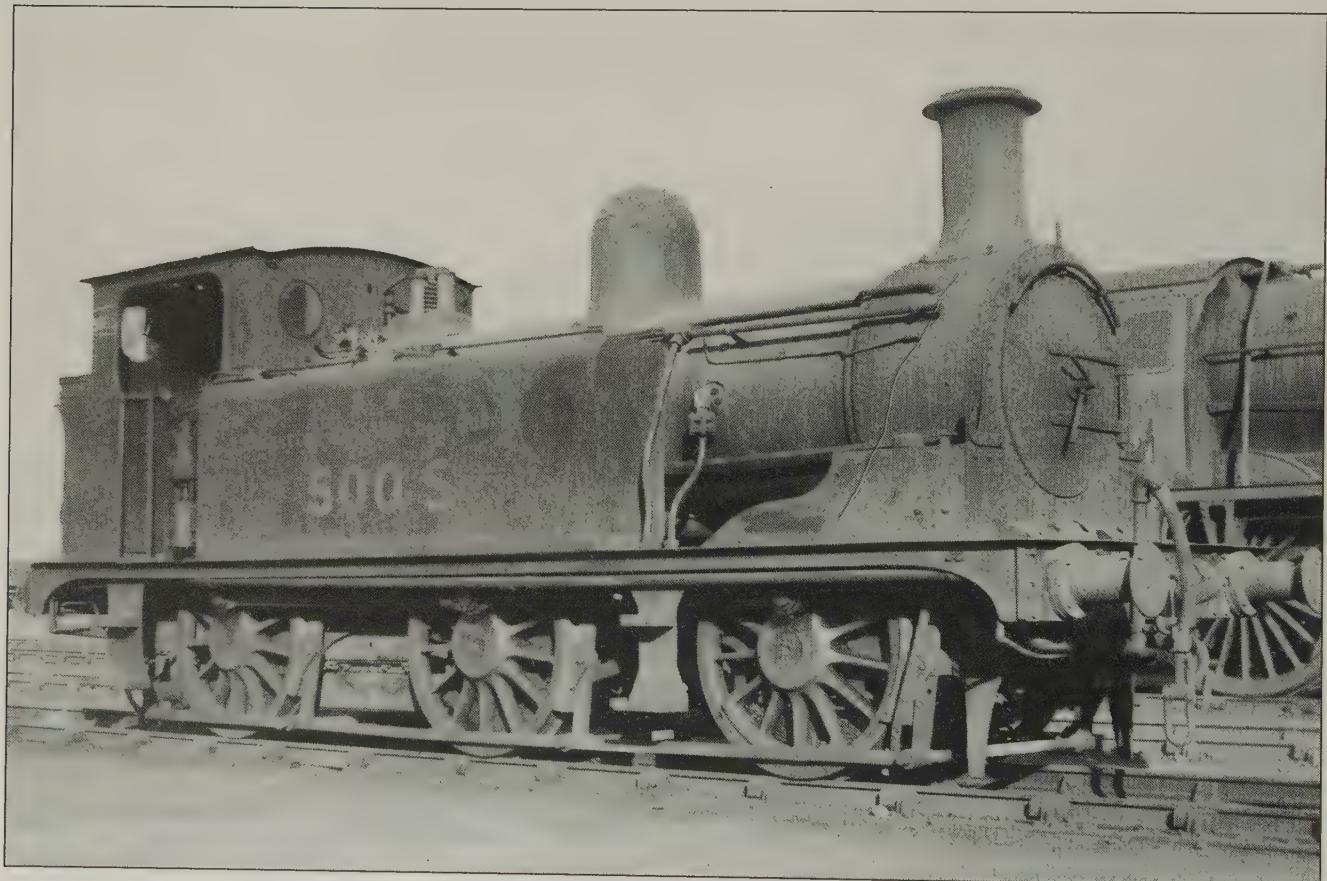
We are in the Roundhouse at Fratton shed again on 2 September 1958 and find the shed's 32678 as the main subject. Originally it was 78 'KNOWLE'. Then it moved to the Isle of Wight where it became W4, later changed to W14 'BEMBRIDGE'. In August 1937 it returned to the mainland as 2678. This engine was sold to Butlins but has since been preserved and



Here is the same engine in Eastleigh Works on 28 June 1964 undergoing cosmetic restoration for sale to Butlins. Maurice Dart/Transport Treasury.

## OTHER SR 0-6-0 TANKS

This small section covers a few miscellaneous engines that either worked in the area or visited Eastleigh Works.

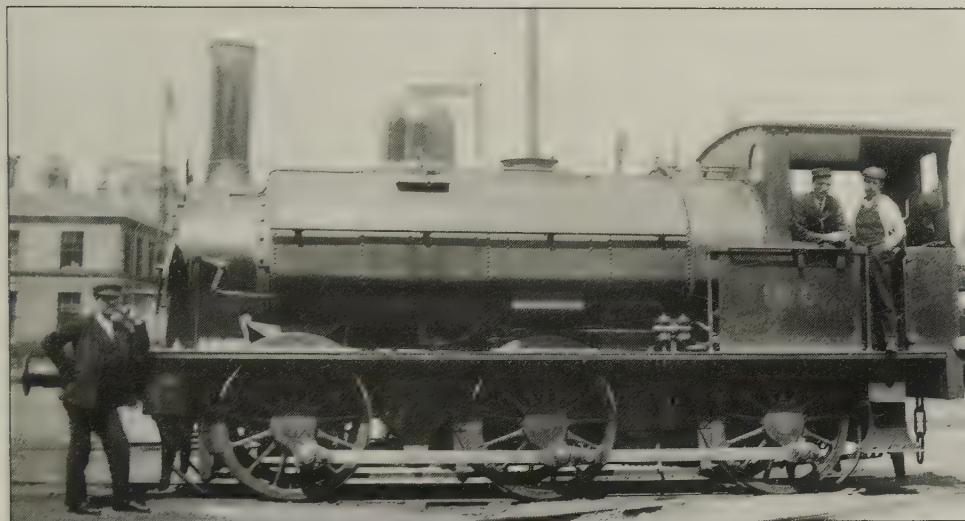


The first engine is a T class London, Chatham & Dover Railway tank which was originally numbered 607. As SR A607 it was 'retired' in December 1936 and was reported as sold to a gentleman in County Durham but the deal fell through. The engine remained in store in Stewarts Lane shed, Battersea until 24 August 1938 when it moved to Ashford Works. Emerging as 500S in Service stock it was sent to Meldon Quarry as a replacement for 225S which was worn out. 500S was withdrawn in November 1949 and was recorded at Eastleigh shed in October of that year. I first saw this engine shunting at Meldon Quarry in May 1941. My last sighting was when it was stored out of use at the north end of a long siding which ended near a large pond north of the quarry late in September 1949. Partly hidden by the tank loco is 'Schools' class 4-4-0 921 'SHREWSBURY' from Bricklayers Arms shed. A.E.Hurst.



This is South Eastern & Chatham Railway P class tank originally 325, which became SR 1325. It is seen as BR 31325 at its home shed, Eastleigh on 4 September 1958. The loco to the rear of the P is B4 class 0-4-0T 30088 recently transferred to Eastleigh from Plymouth Friary shed.

Maurice Dart/Transport Treasury.



This is a shot in Southampton Docks of LSWR 330 class 0-6-0ST 150 on 1 August 1903. The engine worked until May 1929.

This shot was taken at Fort Brockhurst on the Lee-on Solent Light Railway. This engine built in June 1862 started life working at Waterloo Main Colliery, Newsham, near Leeds. On 10 December 1879 it was purchased from the dealer R.T. Relph by the LSWR for £480. It worked on the construction of the Okehampton & Lydford Railway and was named 'LADY PORTSMOUTH'. After working at Guildford and Northam it visited Nine Elms Works and emerged nameless. It then worked at Andover Junction, Bournemouth and Poole Quay. Near the end of September 1895 it was transferred to Wadebridge but was found to be too light for the traffic being handled there and was

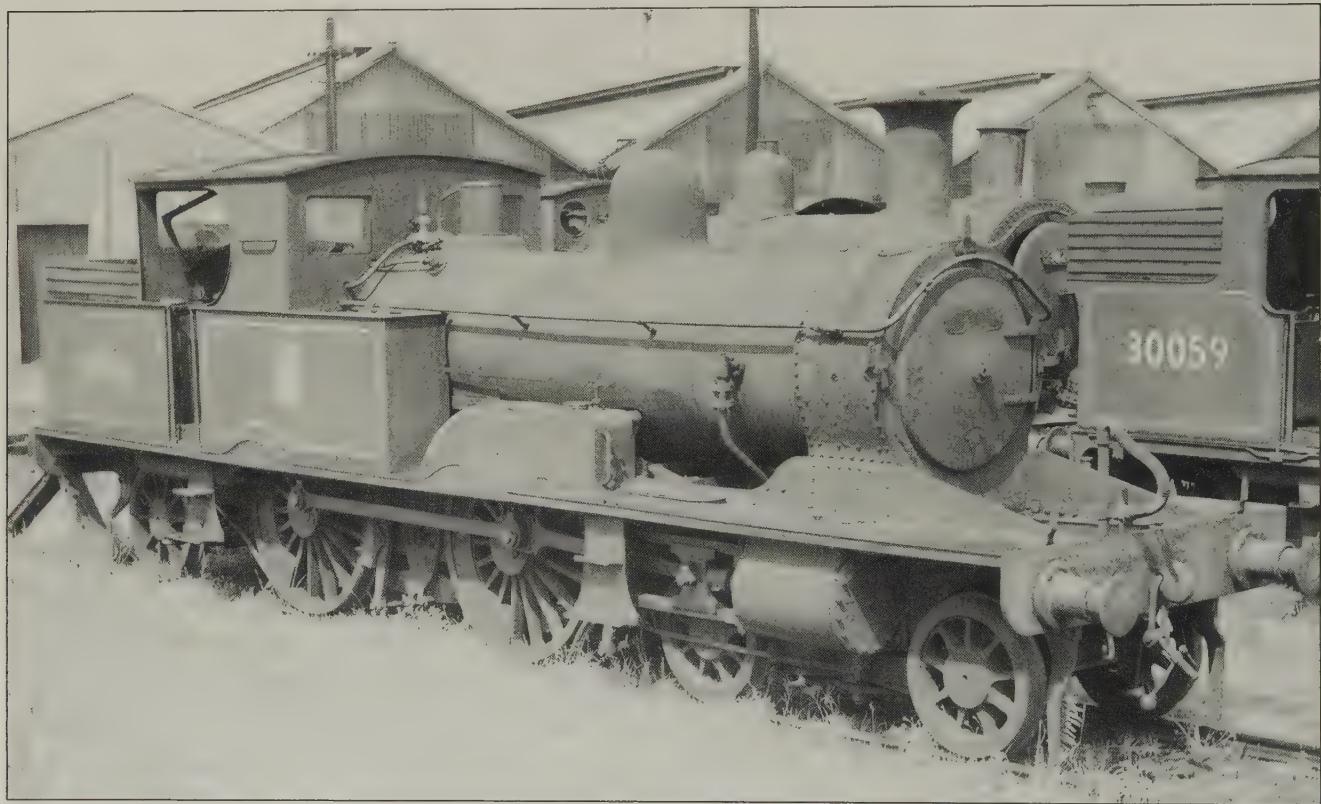
back at Bournemouth early in 1896. From 1898 it worked on the Lee-on-Solent line, the Bentley & Bordon Camp Light Railway and Woking to Basingstoke widening scheme. The LSWR numbered it 392, later changed to 0392 it was withdrawn in 1913 and was sold to the Bute Works Supply Co. Later it was reported working on the Weston, Cleveland & Portishead Railway, the Shropshire & Montgomeryshire Railway and for the Royal Engineers at Newport where it was named 'HECATE'. It was last recorded for sale by a dealer at Neath in December 1933. As the number 0392 can just be deciphered on the front buffer beam this indicates that the photo was taken between June 1902 and 1908. What a history for this small engine that had a life of around seventy-three years!



## 20

## 4-4-2 TANKS

Representatives of engines with this wheel arrangement visited the area for attention at Eastleigh Works.



LSWR 0415 Adams 'Radial Tank' 30584 is at Eastleigh Works on 13 August 1961. This engine from Exmouth Junction was originally SR 3520 and had been withdrawn in the previous month.

LBSCR I2 class 4-4-2T B 11 was at Eastleigh shed for scrapping on 14 May 1933. The engine had been withdrawn in January. A very young enthusiast is standing on the forward placed steps.



## 21

# GWR 4-4-0S

Representatives of these would have worked to Southampton and Bournemouth over the MSWJ and GWR routes from Newbury and Basingstoke.



Un-named 'Bulldog' 3319 is stopped at Fratton on a Stopping train from Portsmouth & Southsea Low Level on 5 August 1931. This engine started life as Duke class 4-4-0 3319 and was named 'WEYMOUTH'. Converted to a Bulldog in July 1907 it was de-named in May 1930 and was withdrawn in May 1932. L.Hanson.



Famous GWR 3440 'CITY OF TRURO' worked a special train for the Stephenson Locomotive Society and is shown when it went on Eastleigh shed for servicing on 25 August 1957. R.J.Buckley.



'Duke' class 3255 'EXCALIBUR' waits to depart from Winchester Cheesewell into the tunnel with an Up passenger working in the 1920s. This engine which was originally numbered 3256 was withdrawn in June 1936. This end of the tunnel now accommodates a Shooting Range.

## SCHOOLS CLASS 4-4-0S

**A**t times these engines were employed on express trains to Bournemouth and also worked trains along the coast from Brighton to Portsmouth. They also visited Eastleigh Works.



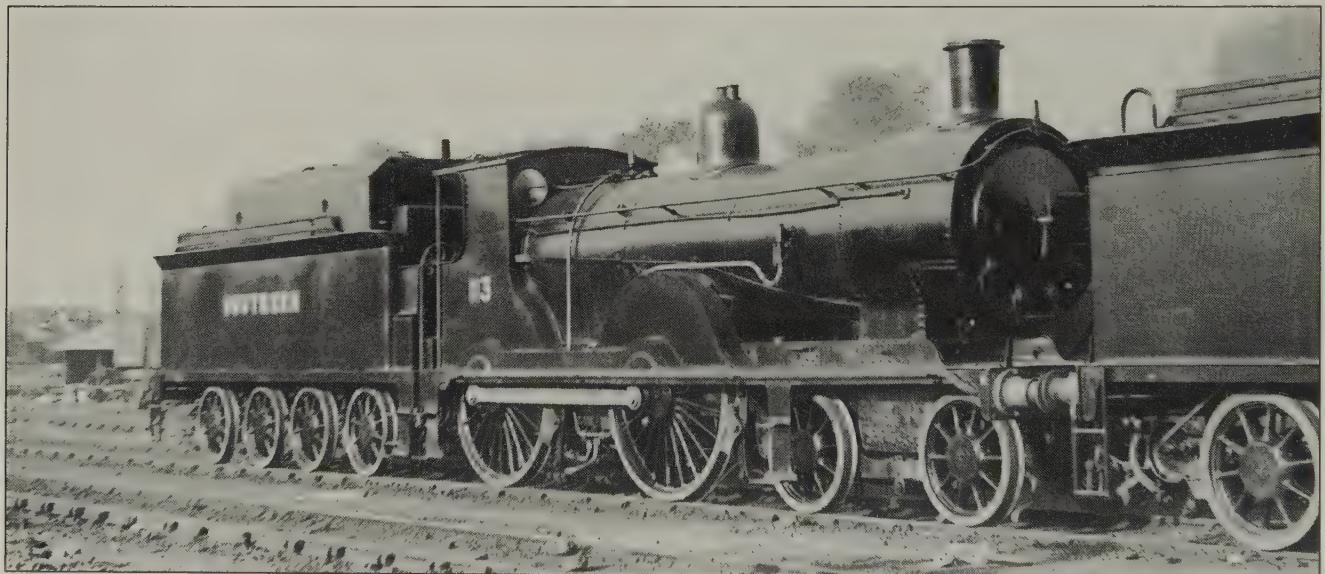
The first member of the class, a rather grubby 30900 'ETON' from Brighton shed, stands at Fratton shed on 2 September 1958. Maurice Dart.

The SR experimented with thoughts of streamlining a Schools class engine. The plywood mock-up was built and was carried from February 1938 by 935 'SEVENOAKS' for a while. For a short time it boasted smoke deflectors and carried different lining-out. It is seen at Eastleigh shed carrying the temporary number 999. In this condition it made some trial runs up and down the Works yard and around the Eastleigh Works/shed triangle. It also made one trial run to Micheldever and back. The plywood casing was removed on 22 March 1938 and the idea was abandoned.



## SR T9 CLASS 4-4-0S

In their early years these engines worked express passenger trains until they were superseded by more modern types, from when they were relegated to lighter slower stopping trains. They were very sprightly engines as their nickname of 'GREYHOUNDS' bears out. From 1946 several members of the class were converted to burn oil during the coal shortage and when the scheme was abandoned some of them did no further work and lingered in the yards at Eastleigh and Fratton sheds until they were withdrawn. They ran either with six wheeled tenders or with eight wheeled 'Watercarts'.



This large section begins with Fratton's 113 as an oil-burner at Eastleigh shed on 20 September 1947, the date it entered traffic after conversion. Withdrawal came in May 1951. H.C.Casserley.

This is an undated shot of oil-burning 30115 at Eastleigh shed. It was converted to burn oil on 30 August 1947 when it was based at Fratton and was withdrawn in May 1951. Transport Treasury

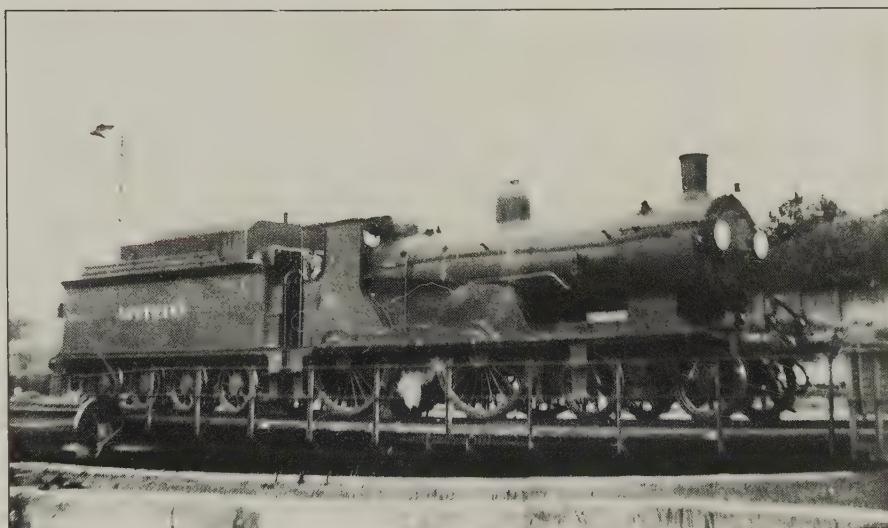




The 2.10pm Winchester to Southampton train is approaching Swaythling behind Eastleigh shed's 30117 at 2.41pm on 14 January 1955 in snowy conditions.

M.H.Walshaw/Hugh Davies Photographs.

Fratton's oil-burning 118 is on the turntable at Bournemouth shed in this undated photo. However, as the engine is fitted with Electric lighting it must have been taken soon after 26 February 1948. Conversion to oil firing was on 30 August 1947 and withdrawal took place in May 1951. Transport Treasury.

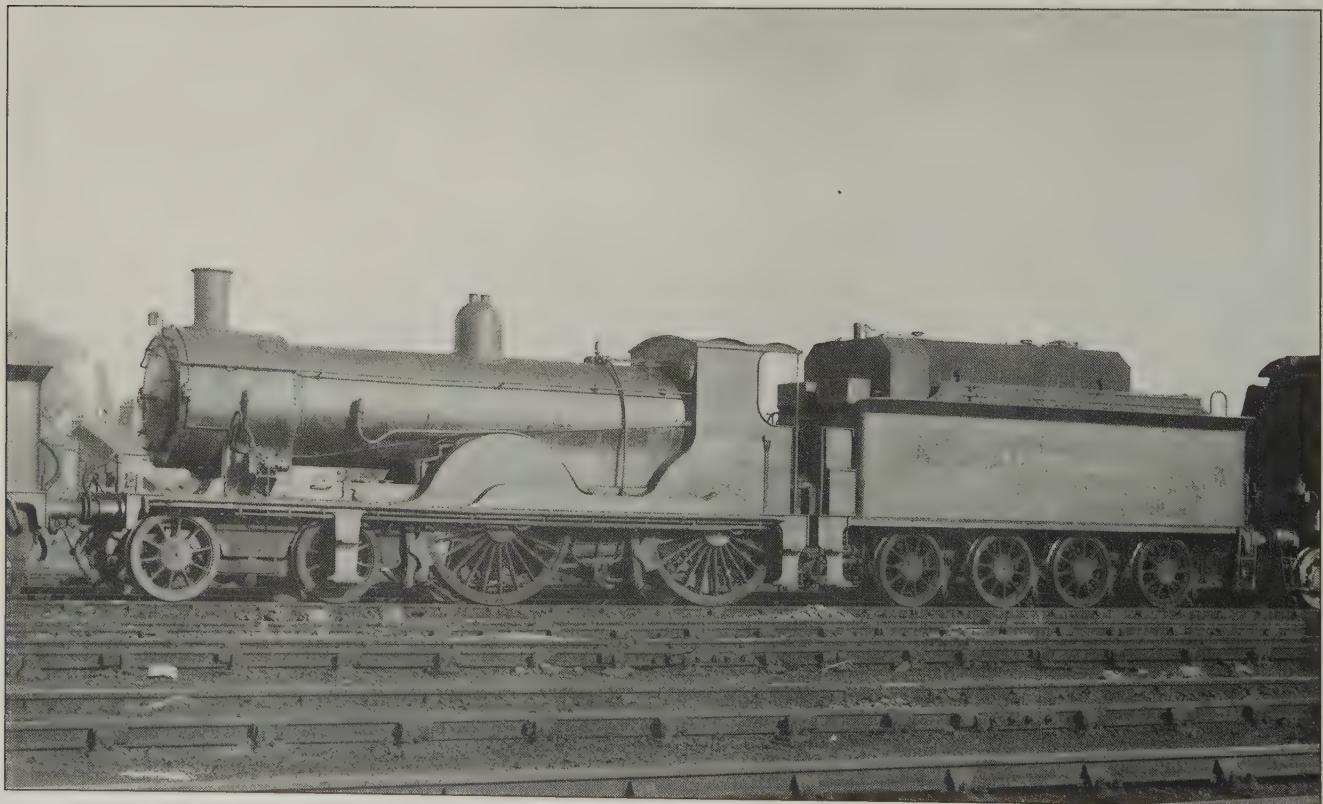


Nine Elms shed's 'Royal' T9 30119 is at Eastleigh shed circa 1949/50. The engine is painted Malachite Green. Withdrawal occurred in December 1952. Rail Archive Stephenson (Photomatic).

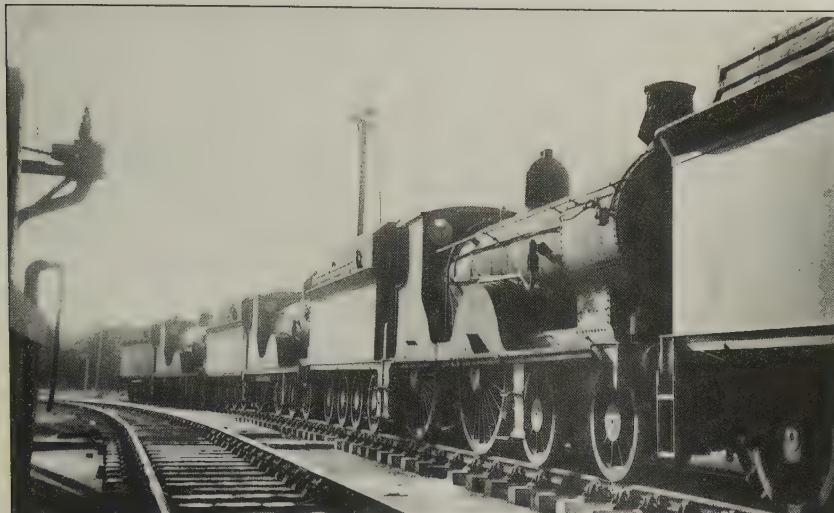


Here is preserved 120 shortly after it returned to traffic on 10 March 1962 after restoration at Eastleigh Works. It is seen at Eastleigh shed. The engine was painted in LSWR Apple Green livery with the tender lettered LSWR but this combination was never used in LSWR days. As the engine was not superheated until May 1927 it would have carried SR dull green

livery when running. However over the years the engine has been repainted in authentic SR livery and in February 2008 arrived on the Bodmin & Wenford Railway as a static exhibit pending its next major overhaul to return it to working order. I was lucky to have experienced exhilarating running behind this engine when it worked the 'NORTH CORNISHMAN' special from Exeter Central to Padstow and back in April 1963.

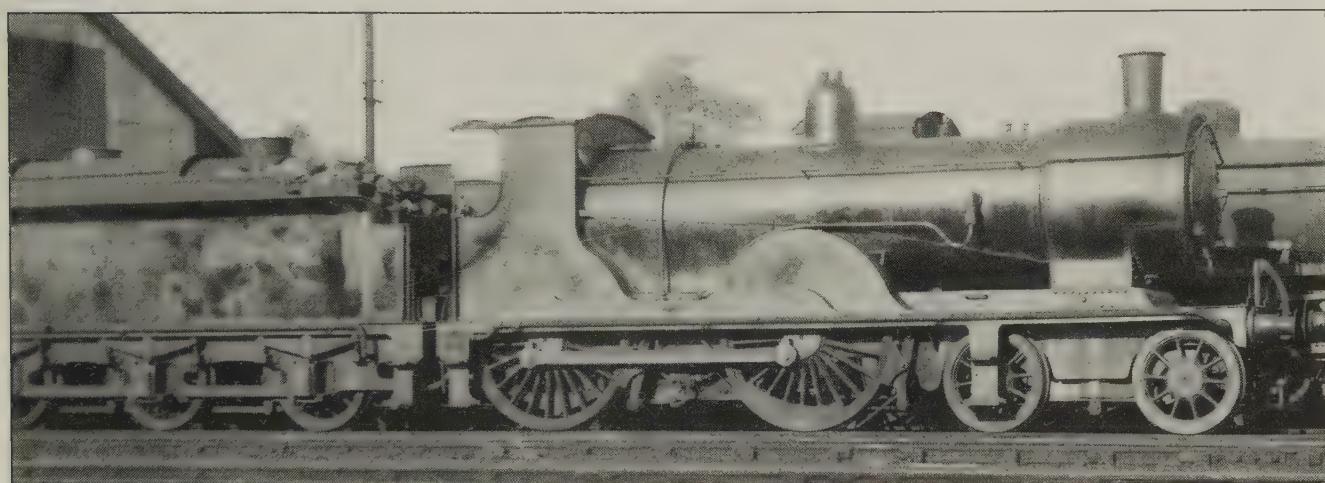


On 2 October 1948 oil-burning 30121 was at home at Eastleigh shed. Conversion to oil was on 30 August 1947 and the engine was withdrawn in April 1951. Immediately behind the tender is 'Battle of Britain' class 4-6-2 34070 'MANSTON' which moved to Stewarts Lane shed in August 1950. J.H.Aston.



Here are three oil-burners lined up at Fratton shed on 15 October 1958. I will work from left to right with details of the engines which were all shedded there. Conversion dates were 303 on 20 September 1947, 314 on 13 September 1947 and 280 on 15 September 1947. All were withdrawn in May 1951. The nearest engine 280 was very familiar to me in the 1945 to 1947 period when together with 289 and 116 it was shedded at Friary.

A.G.Ellis.



This is Eastleigh's s282 at home outside the shed sometime in the late 1940s. It carried the 's' prefix to its number from 14 February 1948 until 1 December 1951. R.K.Blencowe collection.



Eastleigh's 30283 hauls a rake of empty carriages into the sidings at Fratton in 1952. This engine worked until December 1957.

Mike Daly/Transport Treasury.



Eastleigh's oil-burner 30286 is in its home shed's yard on 10 July 1948. It was converted on 12 September 1947 with withdrawal taking place in April 1951.

John T. Smith.



Another Eastleigh engine, 30288 is at home outside the shed in July 1951. Rail Archive Stephenson (Photographic).



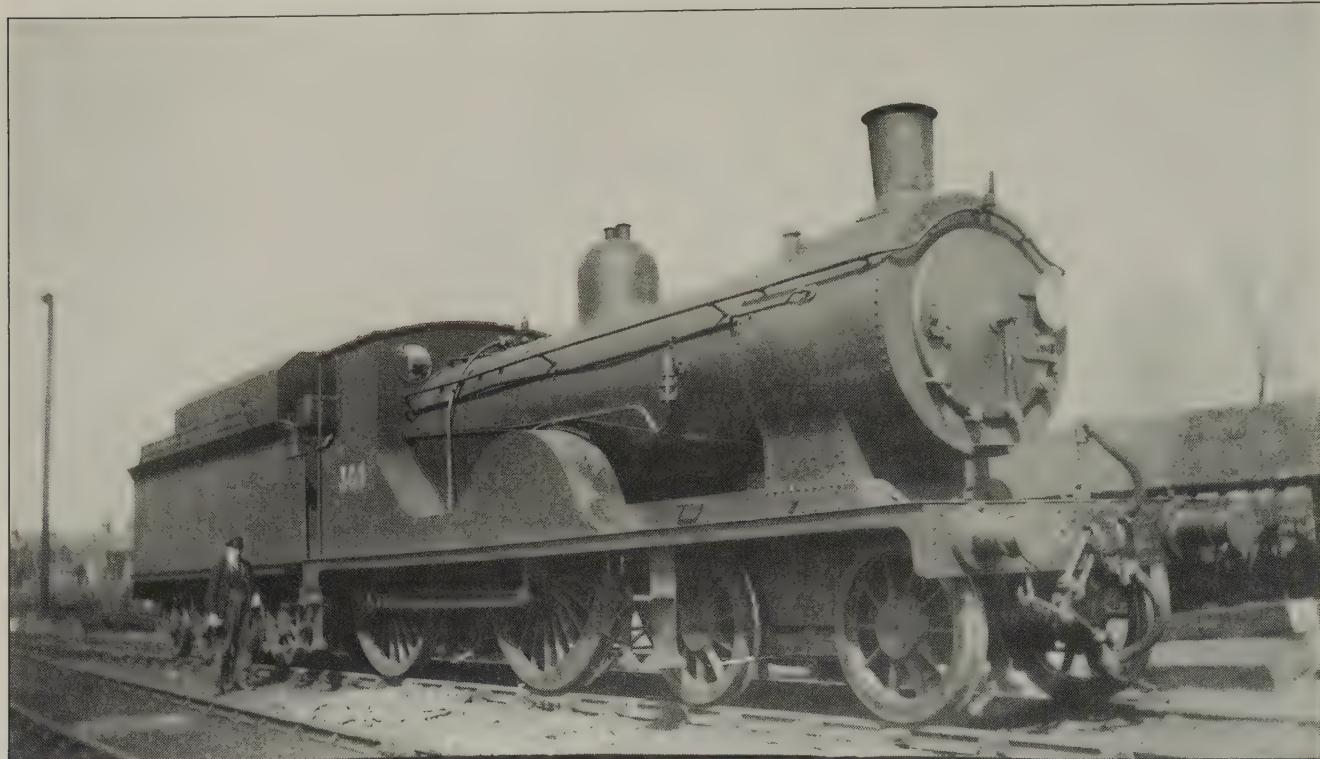
Eastleigh's 30287 is at Fratton shed on 2 September 1958. Maurice Dart.



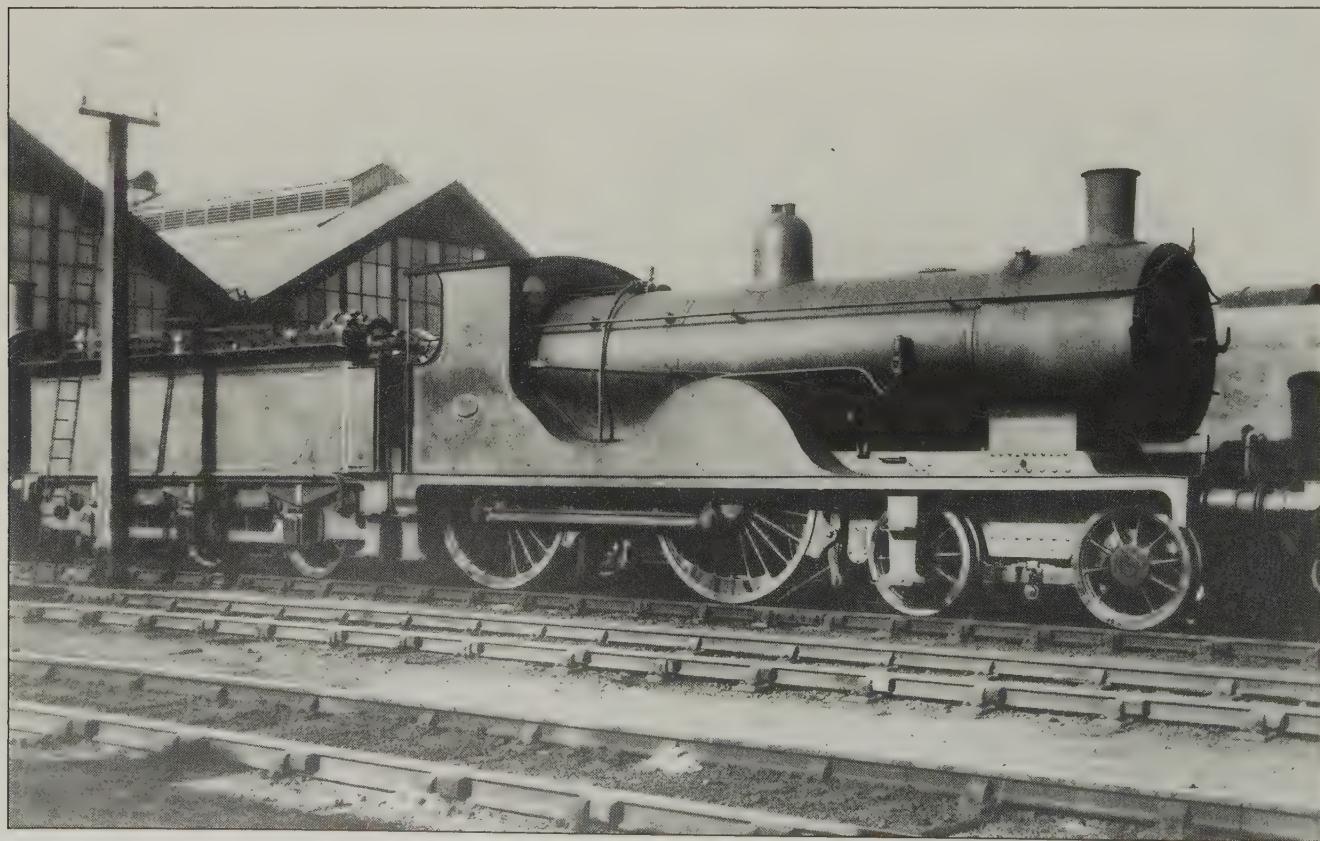
On a snowy 14 January 1955 the 1.6pm Salisbury to Southampton approaches St Denys hauled by 30301 from Salisbury shed. M.H.Walshaw/Hugh Davies Photographs.



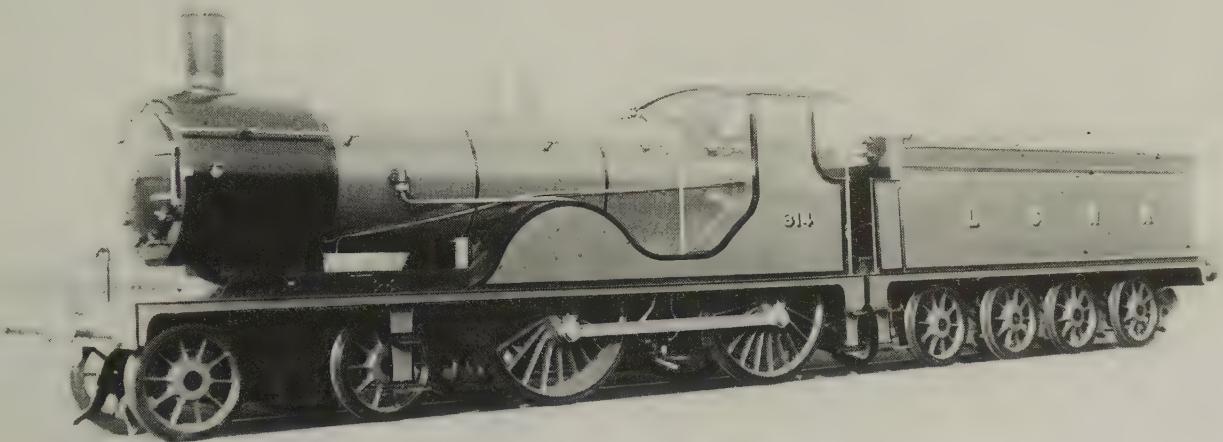
This shot from 1948 depicts 30302 from Basingstoke shed. Real Photographs



Fratton's oil-burner 305 is at Eastleigh shed on 11 April 1947. Conversion took place on 18 January 1947 with withdrawal occurring in April 1951.



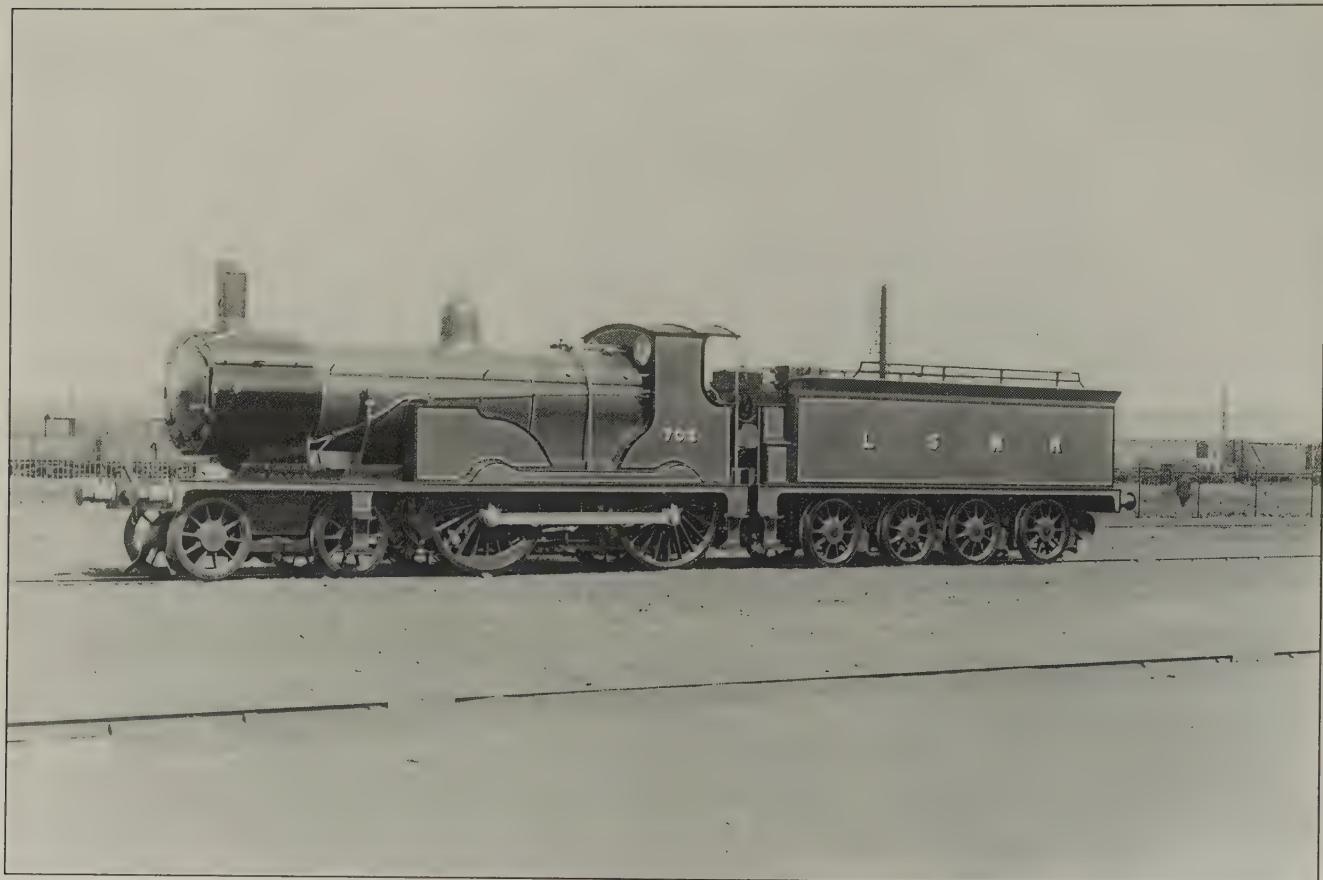
Here we have 307 outside Eastleigh shed in the 1930s. Withdrawal was in December 1952. Transport Treasury.



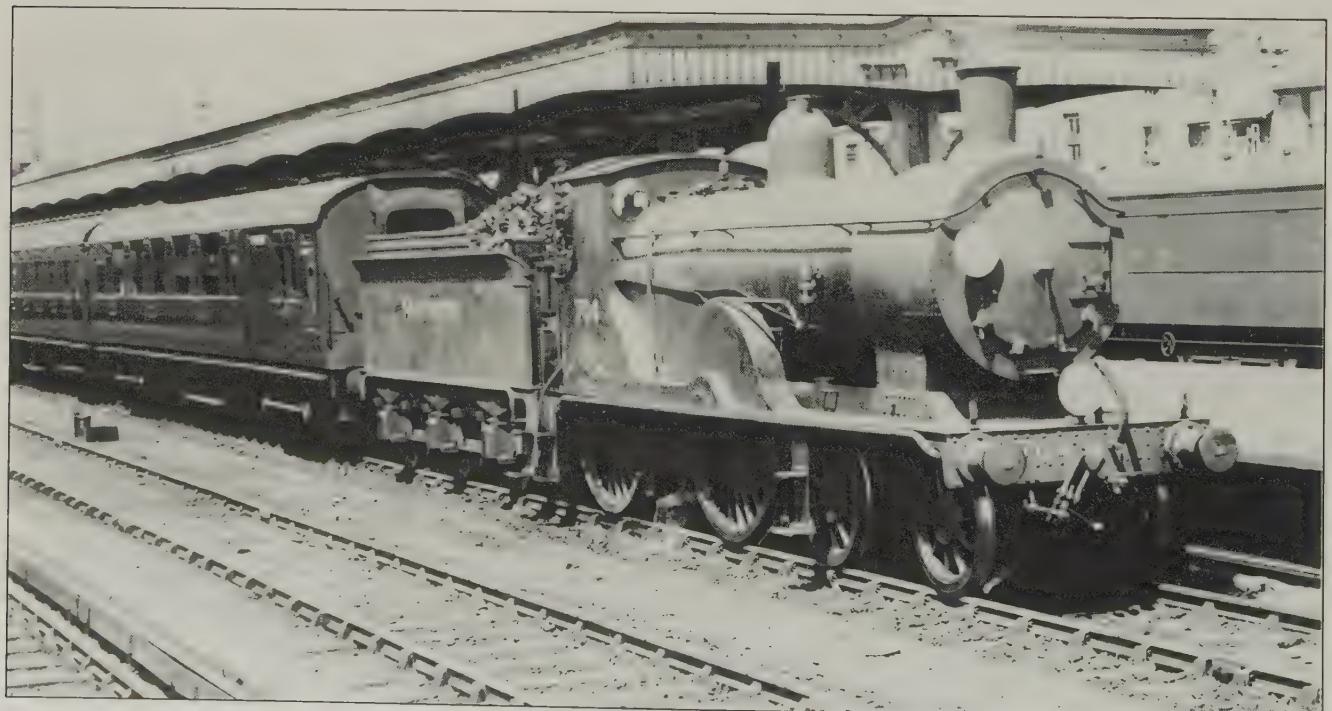
This is 314 newly outshopped from Eastleigh Works in April 1922 after 'modernising' with an extended smokebox, larger cylinders, superheating, new firebox and a stovepipe chimney fitted with a capuchon.



Eastleigh's 336 is at home in the large yard at the shed in June 1945. The engine was fitted with a speedometer on 14 September that year which is visible on the cabside. R.K.Blencowe collection/Transport Treasury.



Here is 702 recorded at Eastleigh Works after superheating in May 1923 with its tender still lettered LSWR.



Now we see 704 from Yeovil Town shed at Portsmouth & Southsea Low Level with the 12.15pm to Plymouth Friary on 24 June 1949. Pamlin Prints.



A train for Portsmouth Harbour is passing through Fratton in June 1948 hauled by oil-burner 713 from Eastleigh shed. Conversion took place on 2 September 1947 with withdrawal in April 1951.



This is a dump of oil-burners at Eastleigh shed, probably in 1948. T9 722 was converted on 15 September 1947 and withdrawn in April 1951. On the right is L11 class 4-4-0 155 which was converted on 11 October 1947 with withdrawal taking place during March 1951. Both engines were based at Eastleigh.



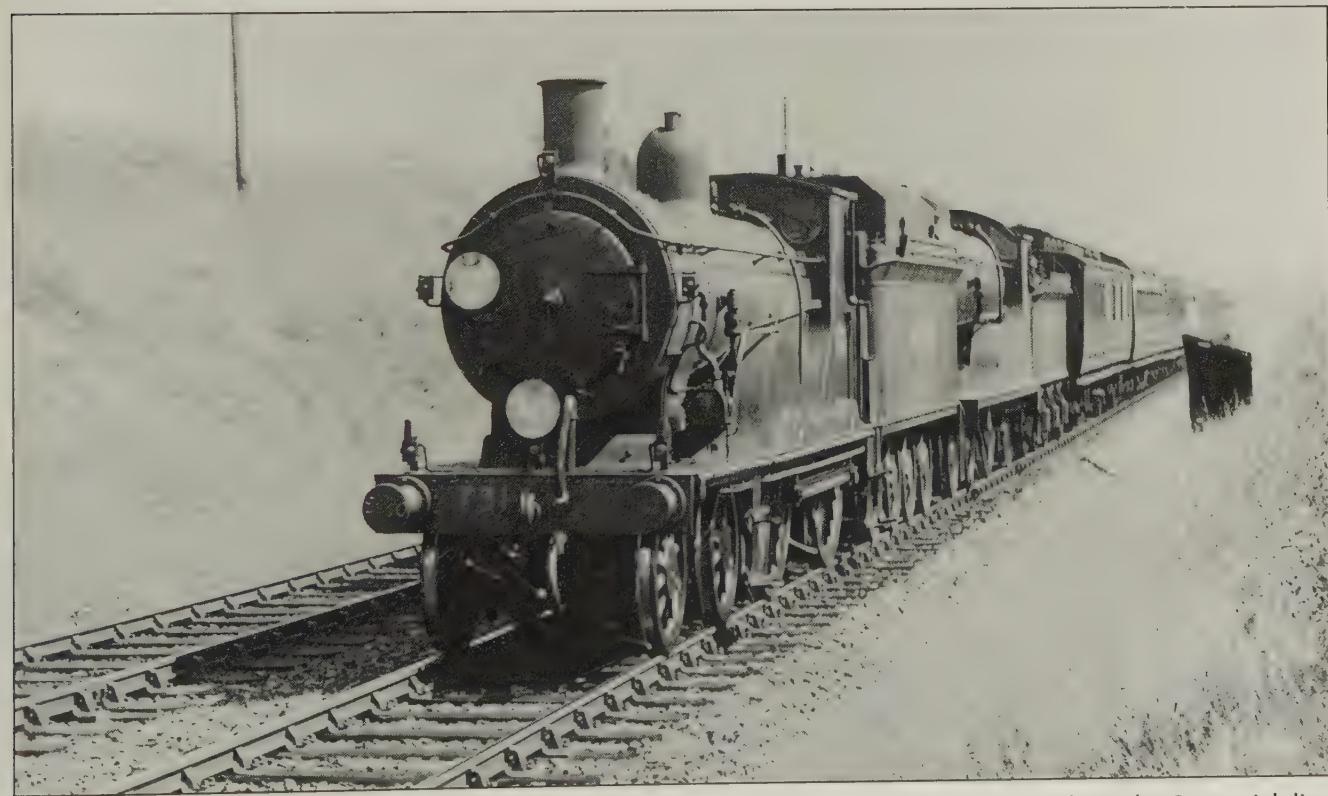
Two T9s are at home outside Basingstoke shed in the mid-1950s. Nearest is 30724 and on the right is 30705.  
Bob Barnard/Hugh Davies Photographs.



On 26 July 1932 Bournemouth shed was host to T9 730. Part of a B4 0-4-0T can be seen on the right.



On 26 June 1957 Fratton shed's 30730 is approaching Fullerton Junction with the 11.18am Portsmouth & Southsea Low Level to Andover Junction composed of Bulleid set 820. M.H.Walshaw/Hugh Davies Photographs.



Early in 1948 Fratton shed's oil-burner 731 pilots a D15 class 4-4-0 on a train of GWR stock on the Swanwick line between Portsmouth and Southampton. W.Gilbert.

## 24

## SR L11 CLASS 4-4-0S

This was a class of mixed traffic engines which worked in the area. As with the T9s several of them were converted to burn oil during the coal shortage of 1947 and after the scheme was abandoned the locos were dumped at the sheds until scrapped. All were shedded at Eastleigh apart from 170 and 172 which were based at Fratton.

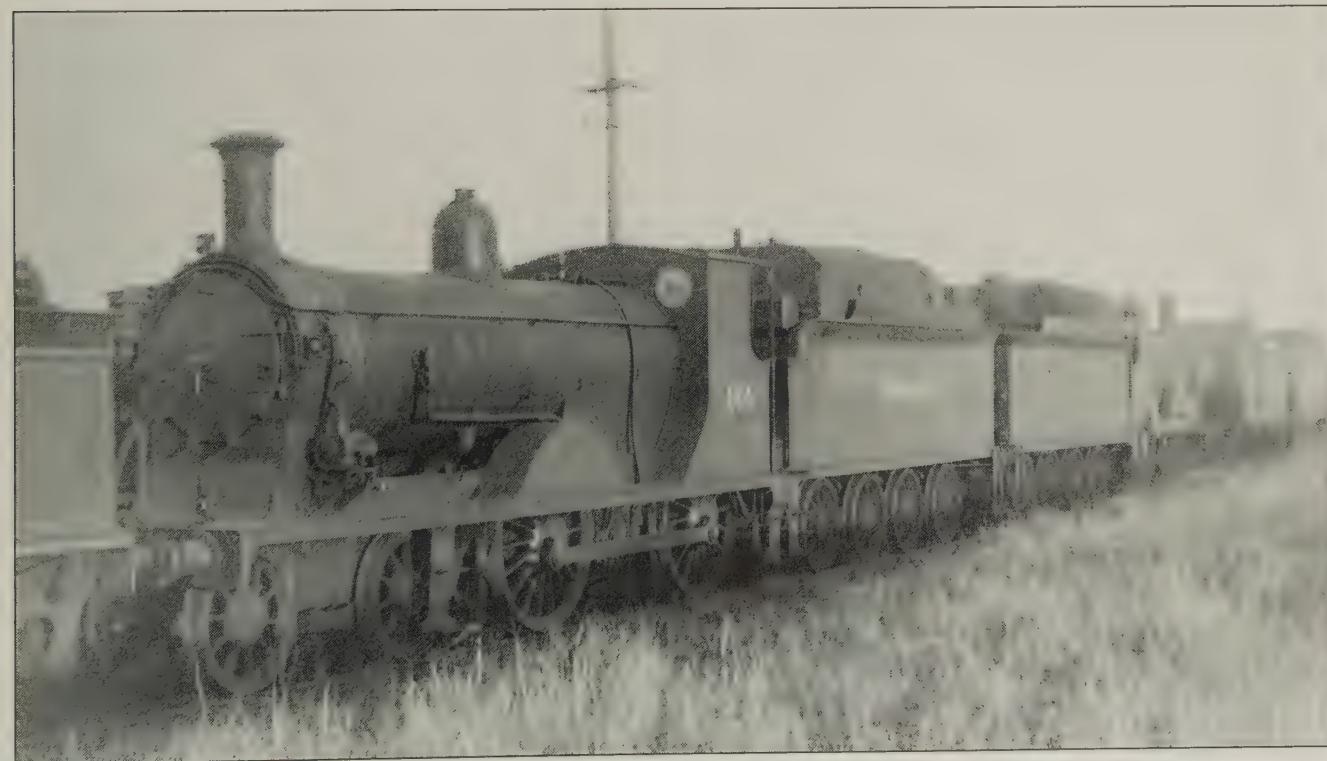


Four of the class are dumped at Eastleigh shed in May 1949. I will give their relevant details from left to right. 148 converted on 27 September 1947 and withdrawn in March 1952. 411 converted on 22 August 1947 and withdrawn in April 1952. 157 converted on 11 October 1947 and withdrawn in March 1952. The furthest engine from the camera is unidentified. Kenneth Brown.



Now we have oil-burning 148 at Eastleigh shed in 1950. Details are in the previous caption.

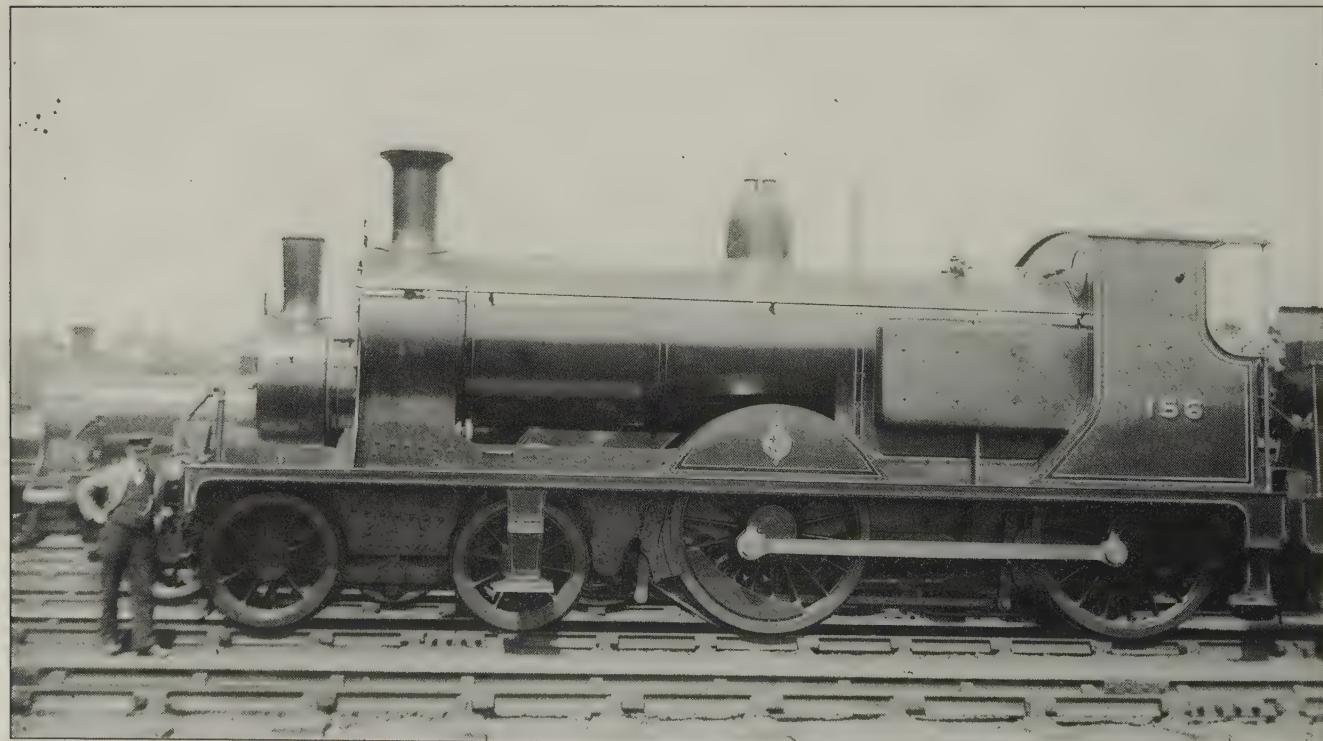
R.K.Blencoe collection.



Two oil-burners feature in this line up of engines at Eastleigh shed around 1948. Nearest to the camera is L11 154 which was converted on 4 October 1947 and withdrawn in March 1951. Behind that engine is T9 722 for which all details have already been given.



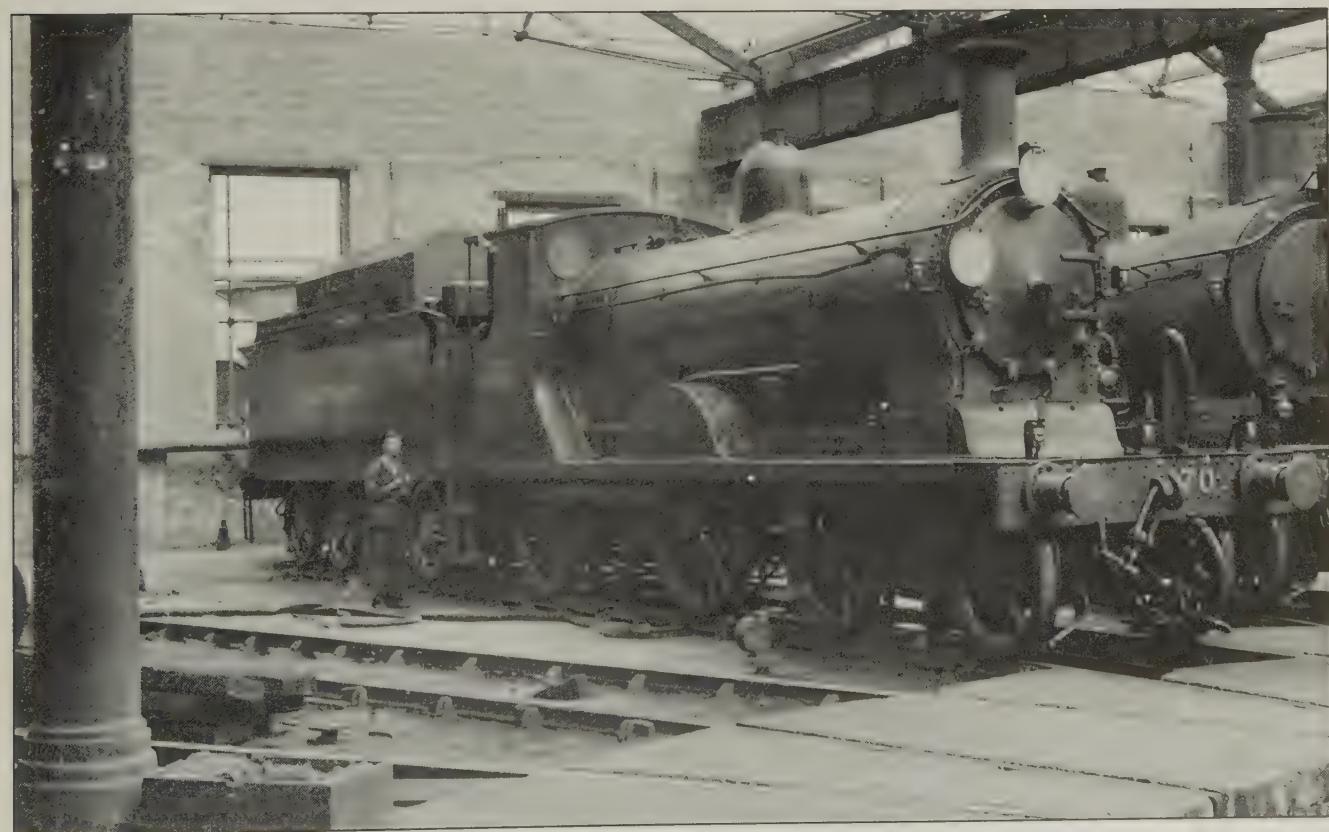
Another oil-burner 155 is at Eastleigh shed on 28 May 1950. Conversion took place on 11 October 1947 with the engine being withdrawn in March 1951. R.K.Blencoe collection.



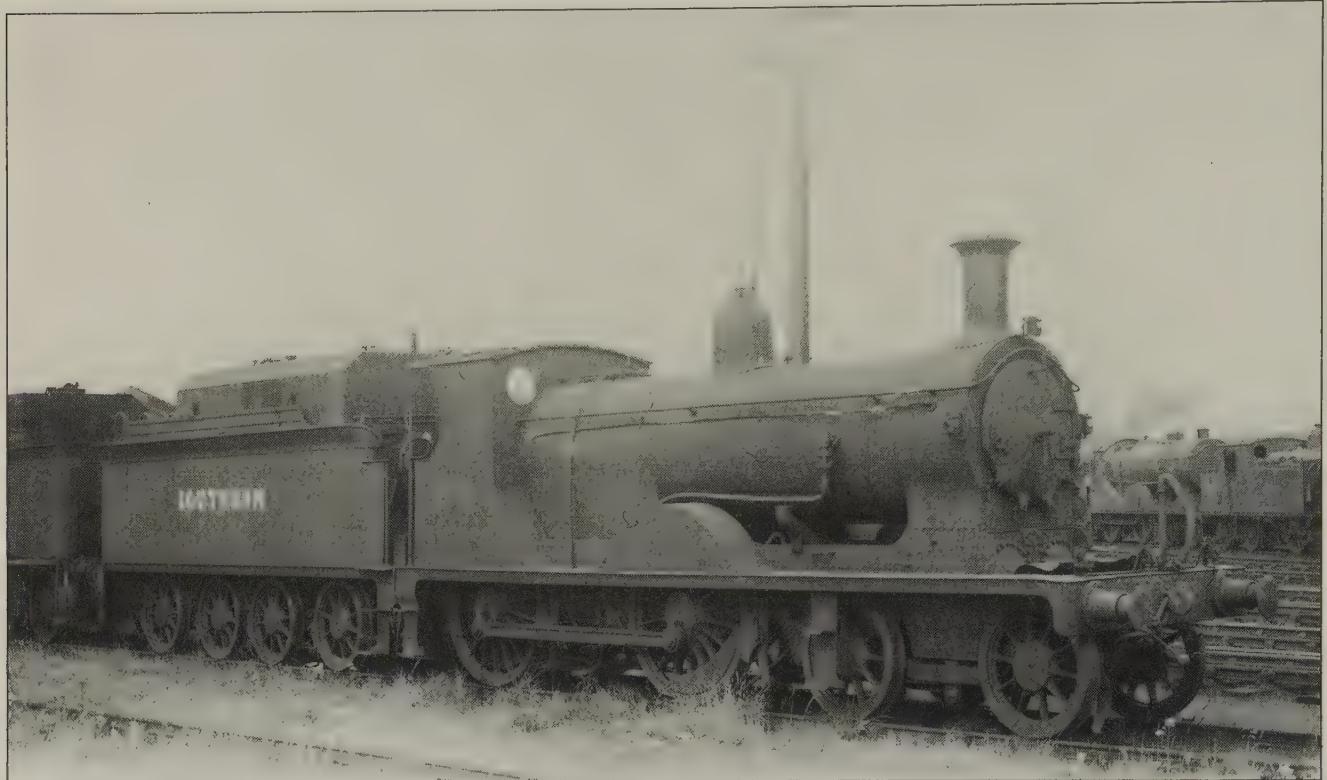
Here is an undated photo of 156 in original condition at Eastleigh shed complete with its driver posing. Withdrawal took place in April 1951. Real Photographs.



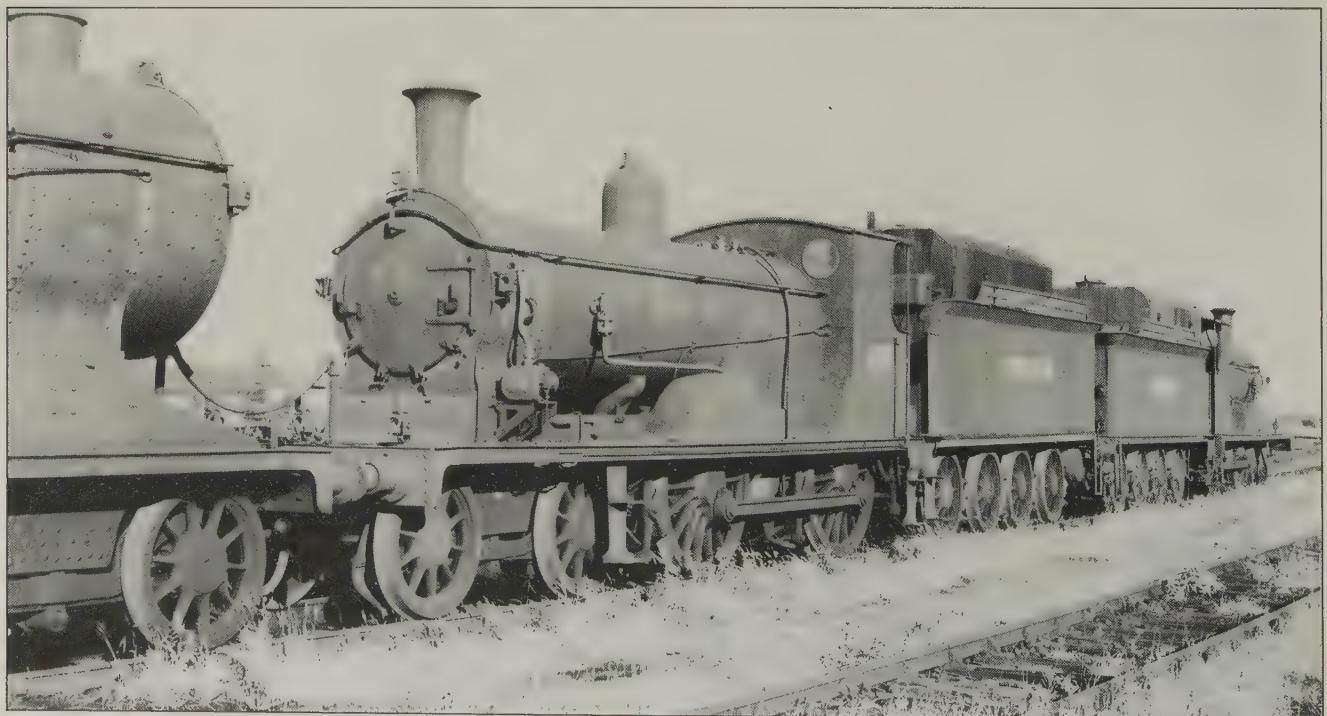
Now we see oil-burning 157 at Eastleigh shed in July 1951. Details of this engine appeared in a previous caption.



Fratton shed's roundhouse is host to oil-burner 170 on 10 July 1948. A T9 4-4-0 is to the engine's right. Conversion occurred on 4 October 1947 with withdrawal in August 1951. John L.Smith.



In this view at Eastleigh shed in late 1951 Fratton shed's oil-burner 172 is prominent. This engine was converted on 30 September 1947 and was withdrawn in March 1952. In the background two local engines are D15 class 4-4-0 30466 and M7 class 0-4-4T 30379.



Two oil-burners are in this photo at Eastleigh shed on 30 August 1951. They are 437 and 172. Details of the latter have already been given but 437 was converted on 25 July 1947 and was withdrawn during April 1952. Oil-burning D15 class 4-4-0 463 is on the left, details of which are given with a later photo. B.K.B.Green/Initial Photographs.

## OTHER SR 4-4-0S

This section consists of photos of some of the other various SR 4-4-0 classes which worked in the area or visited Eastleigh Works.

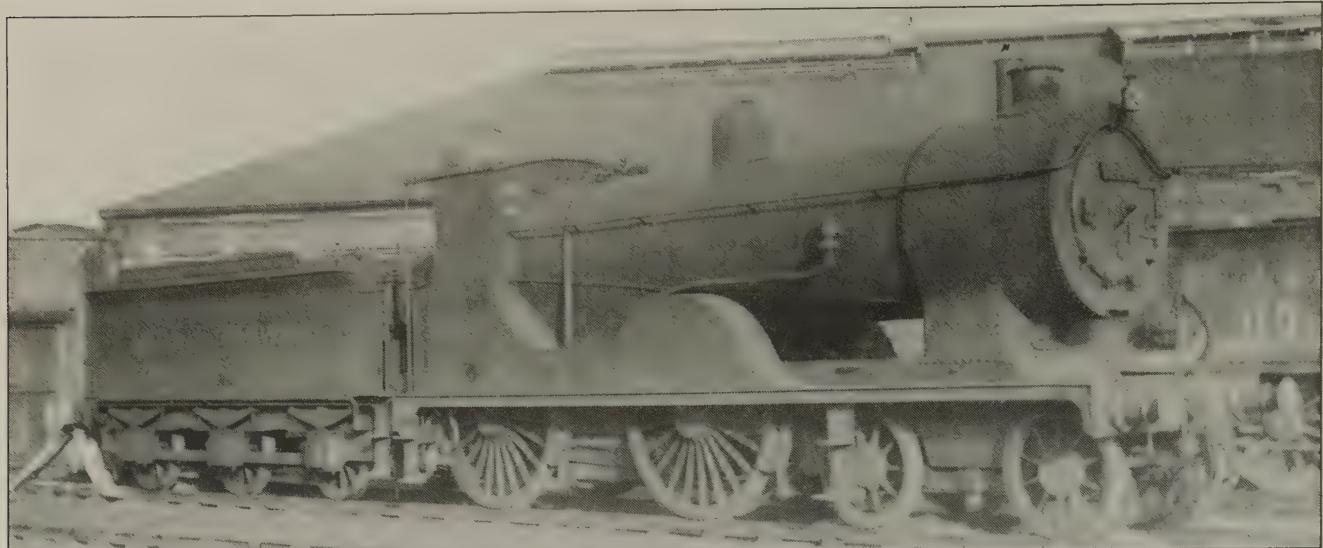


A fellow enthusiast poses in the cab of K10 class 140 on 14 June 1949 at Eastleigh shed where it was based. Withdrawal took place in January 1950.

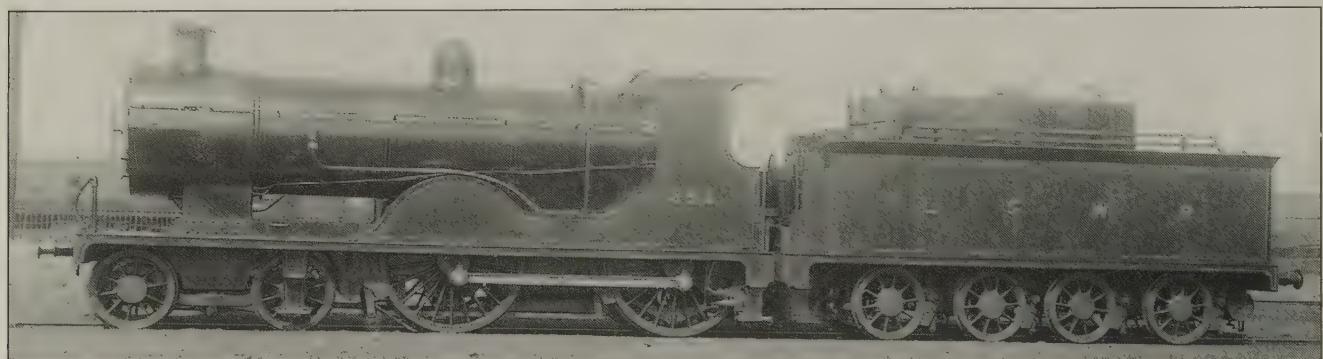
The large boiler of S11 class 404 from Fratton shed is apparent as it enters Fareham with a train from Portsmouth Harbour to Plymouth on 25 December 1949. Withdrawal was on 6 October 1951. This recalls the long lost era when the railways operated trains on Christmas and Boxing Days.

Pamlin Prints.

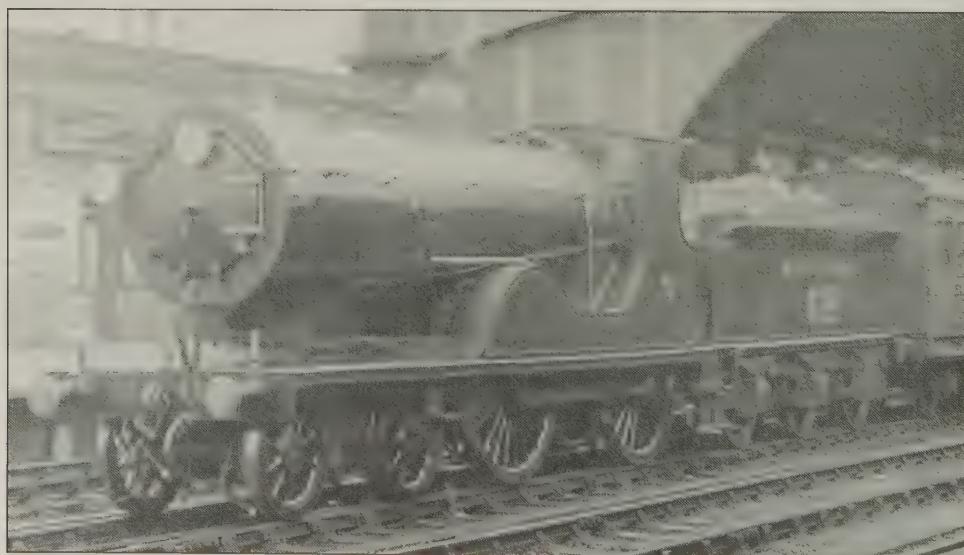




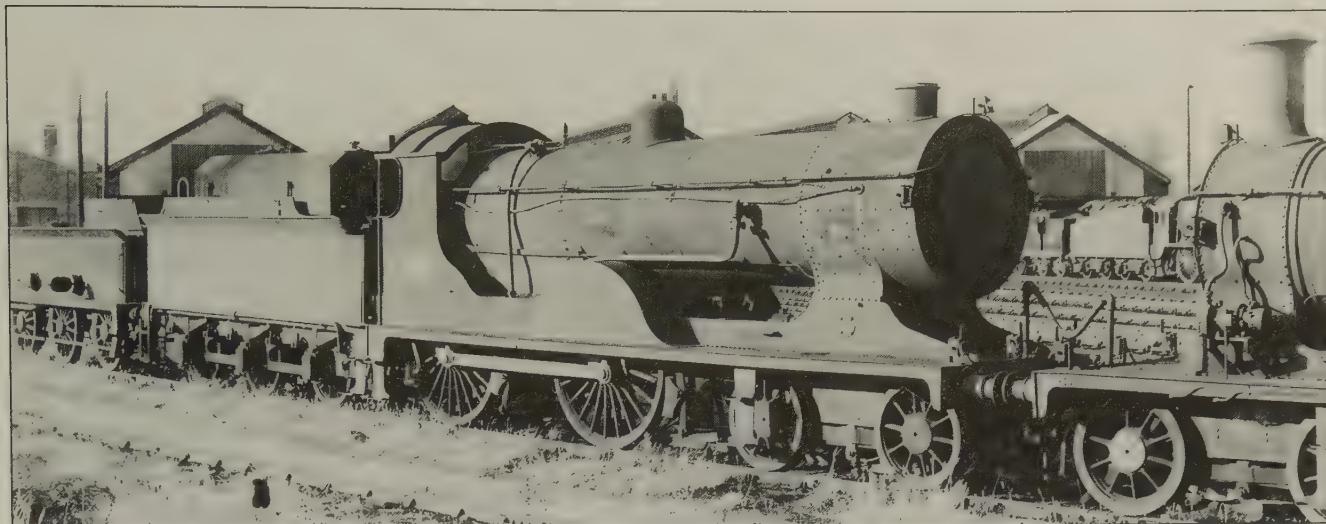
Large boilered L12 class 30419 is at home at Fratton shed in 1951 with 'Sans-Serif' lettering on its tender. It was withdrawn in December of that year. To the right is an old tender numbered 110 s used for ash or sludge removal.



During the coal shortage of 1921 the LSWR converted three of its L12 class to burn oil fuel. Standing outside the Works shortly after conversion is 424. The engine was based at Nine Elms in this condition. This engine was converted on 18 June 1921 and reverted to burning coal on 24 October of that year. Withdrawal was in July 1951. Stephenson Locomotive Society.

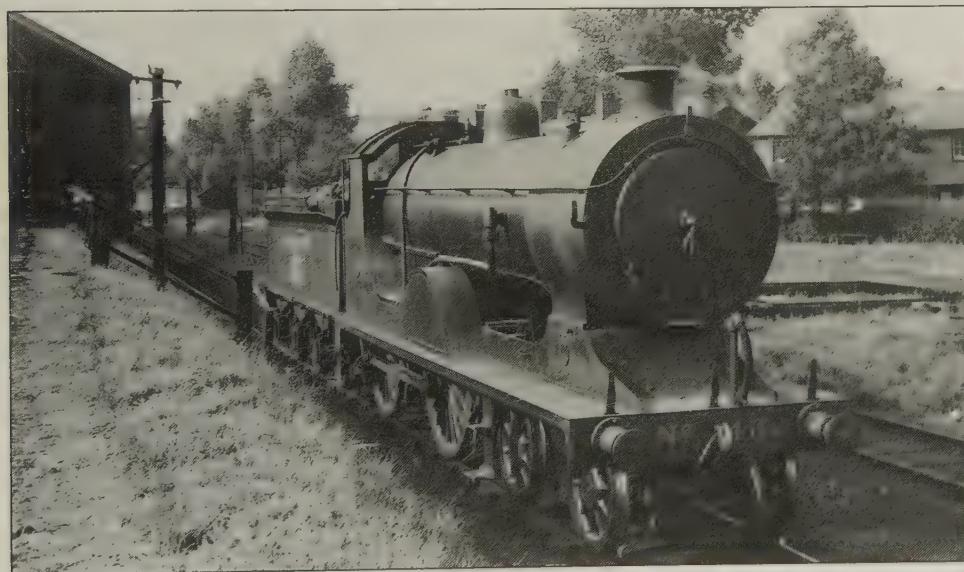


This is L12 425 on one of the centre roads at Bournemouth Central in the late 1920s. This engine was withdrawn in August 1951. J.G.Sturt collection.



Two oil-burning locos are at Eastleigh shed on 30 August 1951. They are D15 class 463 and L11 437. Details of the L11 have already been given in an earlier caption. The D15 was converted to burn oil in September 1947 and was condemned in December 1951. In the background are M7 0-4-4T 30378 and 'Lord Nelson' class 4-6-0 30862 'LORD COLLINGWOOD' from Bournemouth shed. The other three locos were shedded at Eastleigh.

B.K.B.Green/Initial Photographs.

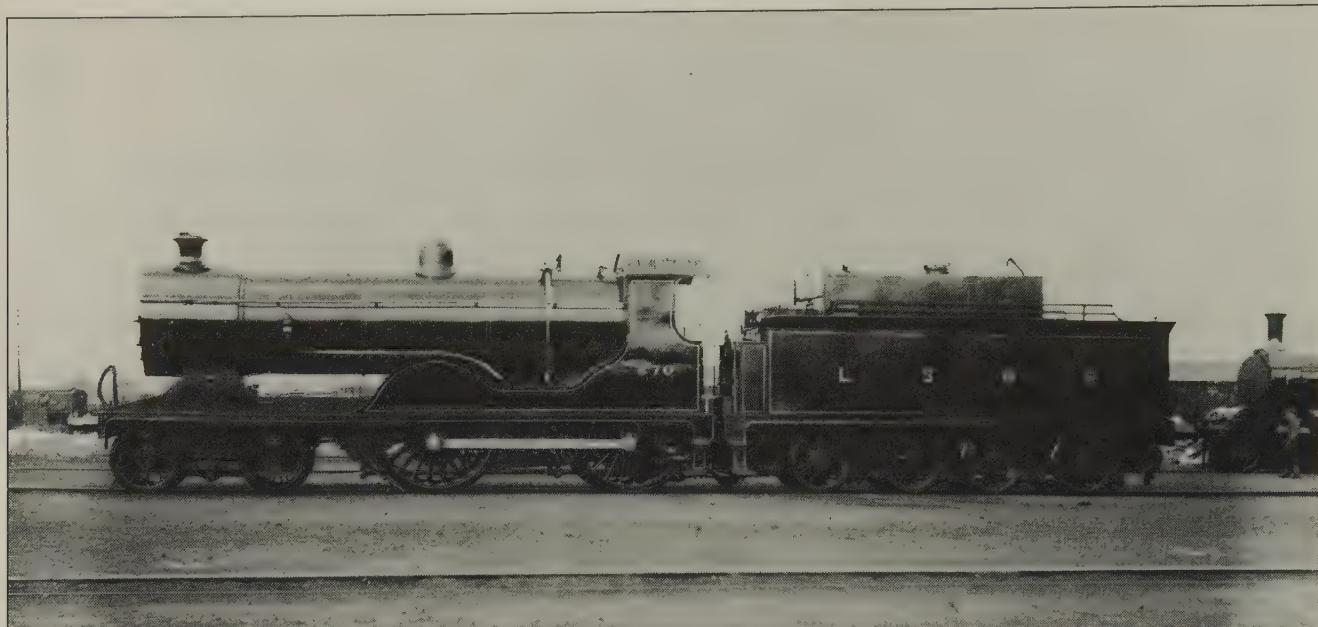


At home at Eastleigh shed alongside the coal stage on 15 August 1937 was D15 class 466.



A train from Bournemouth to Fratton enters Fareham on a very wet 3 May 1952 headed by Eastleigh's D15 class 30466 which was condemned on 7 October that year. The train consists of Bulleid three coach set 786.

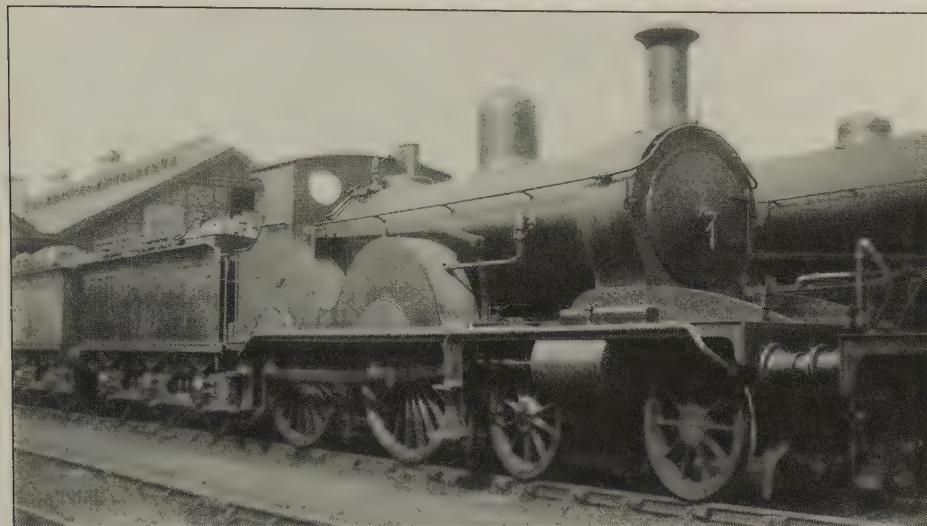
Pamlin Prints.



Despite the tender being lettered LSWR this photo of D15 470 was taken at Eastleigh Works in 1926. Conversion to oil-burning due to the General Strike occurred on 10 June and lasted until 29 November. This same engine had run as an oil-burner for a period in 1921 but was fitted with a six wheeled tender during that period. Withdrawal was in December 1952. A.G.Ellis.



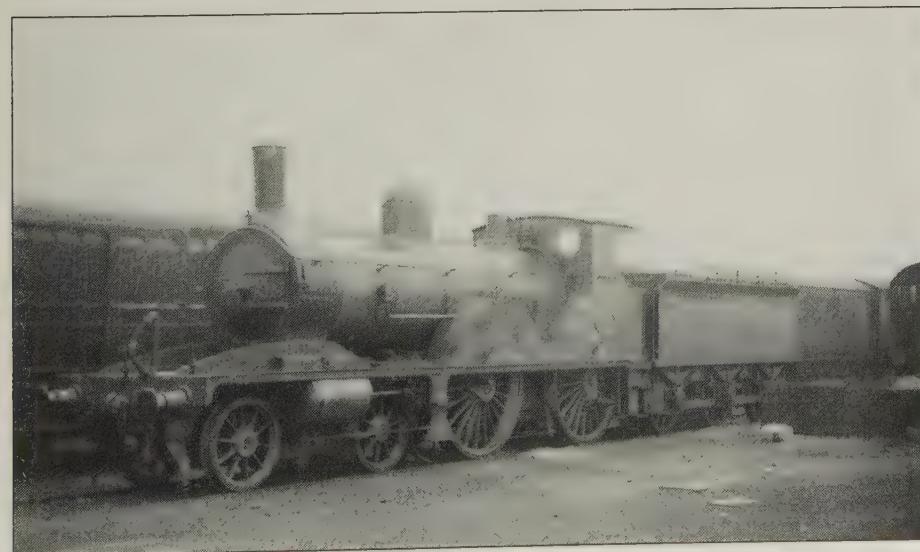
Here is X6 class 657 at Eastleigh shed in 1948 or 1949. Withdrawn in September 1940 this engine was not scrapped until November 1949. Prior to withdrawal it had worked from Basingstoke shed. An oil-burner is hidden by 657 on which a group of visiting enthusiasts are posed. They may well be from a branch of the Railway Correspondence & Travel Society.



Now we see X2 class 590 at Eastleigh shed on 14 May 1933. This engine was withdrawn in April 1937.



Also at Eastleigh shed on 14 May 1933 is C8 class 294 which had been withdrawn in February of that year.



Now we see T3 class 563 at Eastleigh shed on 11 September 1955. This engine had been withdrawn in March 1939 but was reinstated the following month. This engine has been preserved as part of the National collection.



This is a rare wartime shot of another T3 which was long lived 571 at Eastleigh shed on 22 September 1942. The engine was withdrawn during May 1943.



This undated photo is probably from the late 1930s. It shows LBSCR B4 class 2074 at Eastleigh Works. This engine was withdrawn in 1937 and another member of the class 2057 had been withdrawn in 1936. Parts of these two engines were combined and rebuilt emerging as B4 class 2074 which operated until February 1950. The old tender on the left is from T3 class 557 which had been withdrawn in April 1936.

## SR M7 CLASS 0-4-4 TANKS

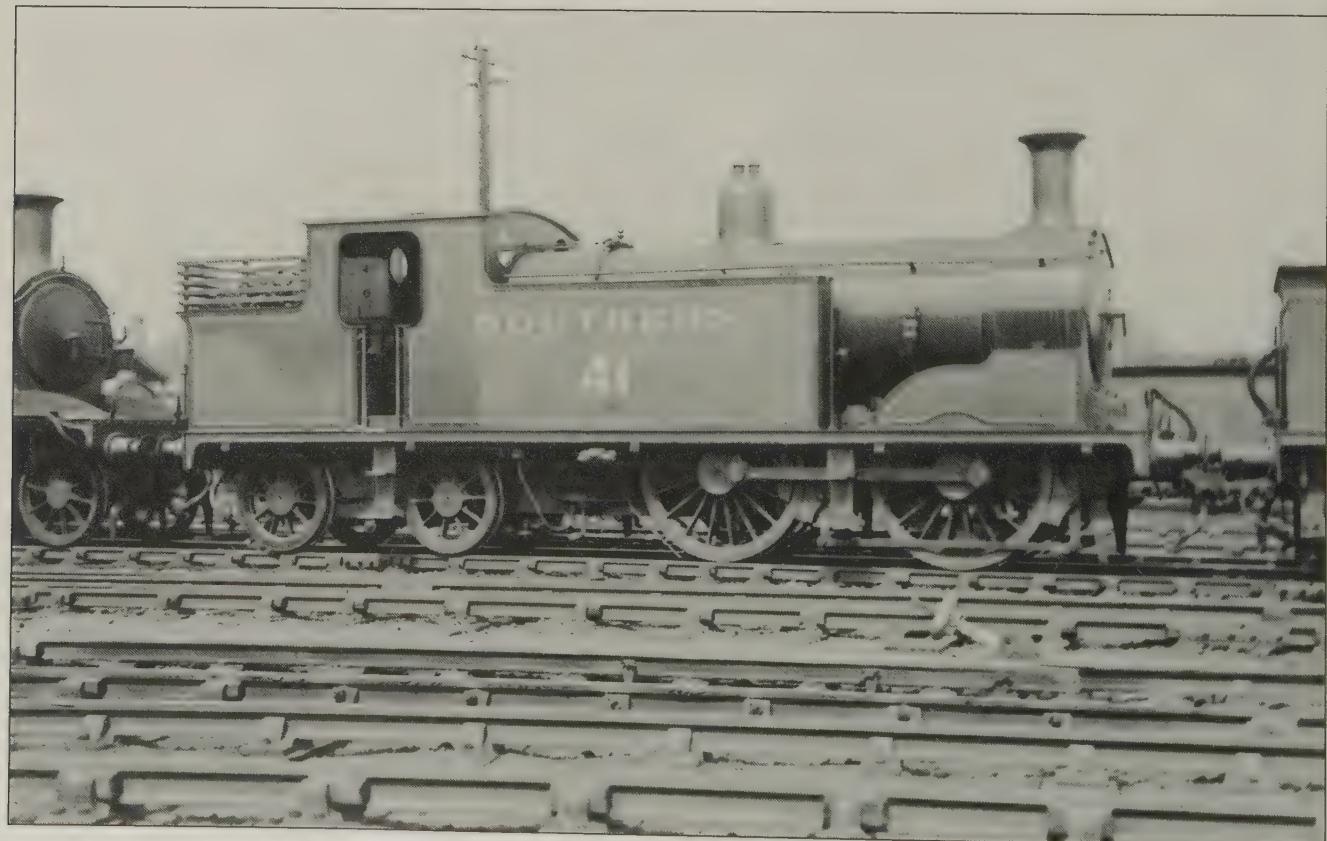
These versatile engines worked most branch line trains in the area and also local passenger trains. They could also appear on goods workings. Detail differences within the class included length of the frames, position of sand boxes and fitting of equipment for water 'motor trains'. Those engines with longer frames were officially known as the X14 class but were generally classed together with the others as M7s.



This section starts with grubby 30028 at home at Eastleigh shed on 4 September 1958. The shed's B4 class 0-4-0T 30083 is to the right of the M7. Maurice Dart.

A line of engines at Eastleigh shed on 28 June 1964 includes withdrawn M7s 30029 and 30667 both of which had been allocated to Bournemouth shed. A change of identity occurred in March 1961 when 30106 became 30667, the original 30667 being withdrawn in November 1960.

Maurice Dart/Transport Treasury.



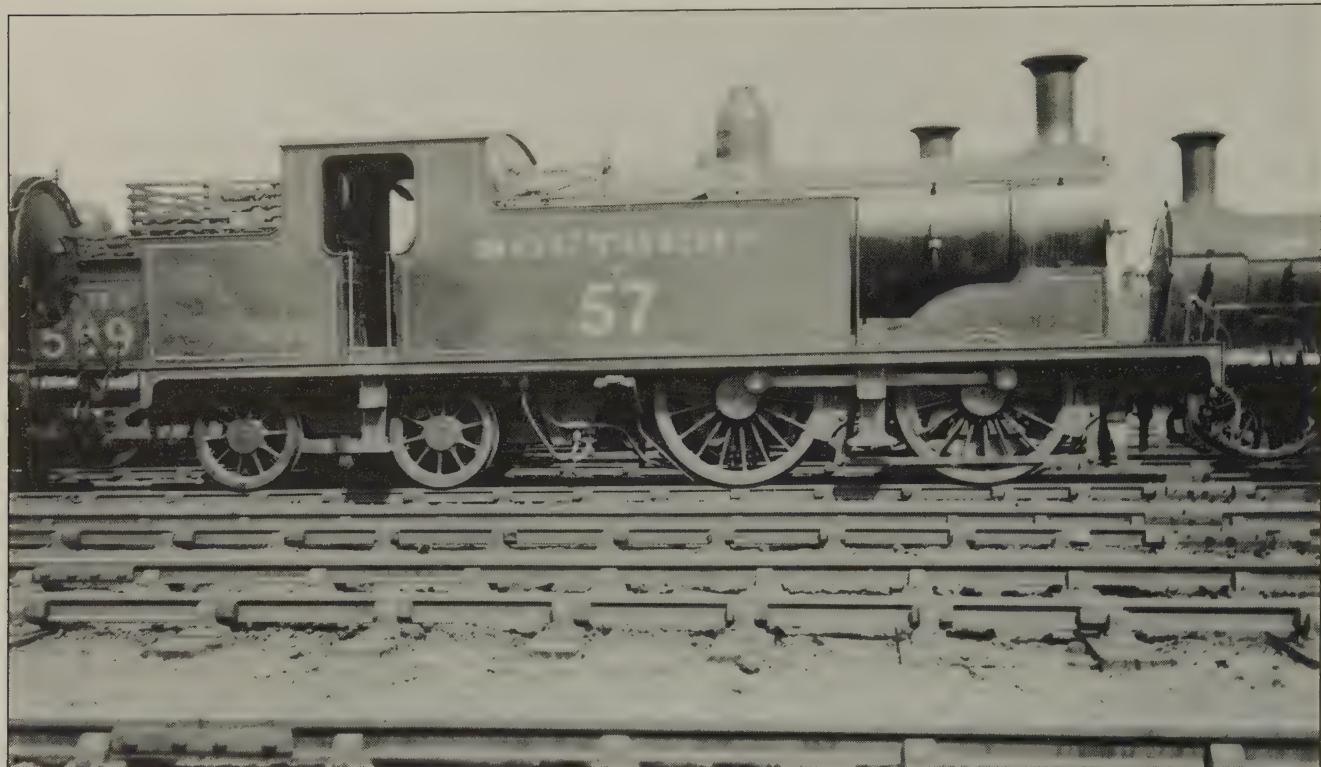
On 30 June 1935 41 was at Eastleigh shed carrying Maunsell Green and lettering. Pamlin Prints.

freshly out of the Works, smartly turned out painted in BR 'Lined black' livery, Exmouth Junction's 30045 is at Eastleigh Works on 4 September 1958.

Wenlock Den



On 28 June 1958 outside Eastleigh shed is M7 30053 and now 'West Country' class 4-6-2 34042. TORCHISTER, interestingly, the M7 which had been at Bournemouth shed was officially withdrawn on 6 January 1958 but the engine was in steam when photographed. Apparently, the withdrawn engine ran from Eastleigh to Newbury that day, the photo was taken and worked a Rail-Tour on 5 July. The engine has been preserved and operates on the Swanage Railway. The Light Pacific was scrapped at Bournemouth. Wenlock Den



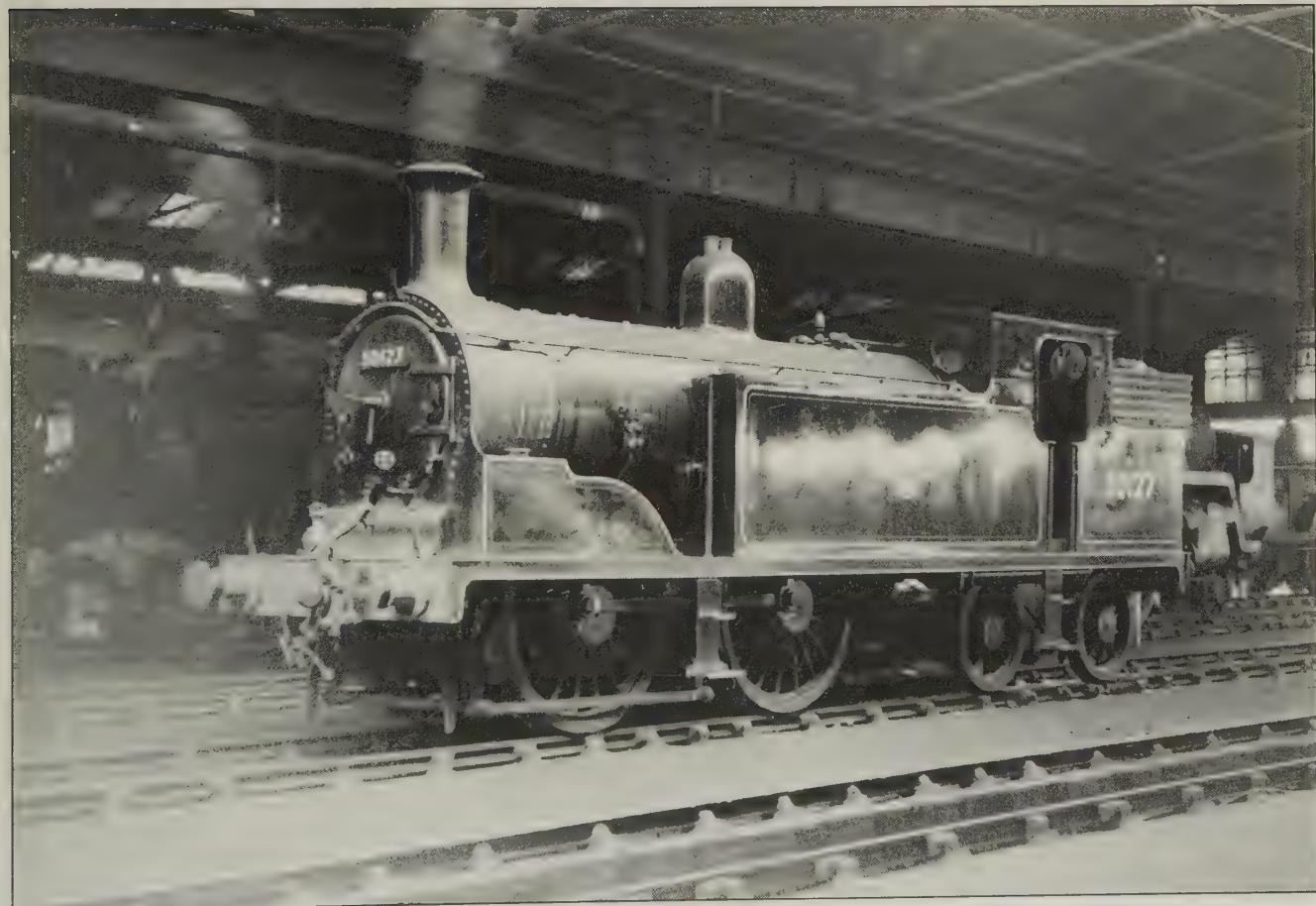
At Eastleigh shed on 12 August 1928 is 57. The tender of A12 class 'Jubilee' 0-4-2 599 can be seen behind the M7.  
Pamlin Prints.



This is a rare photo of 106 on a War Department corridor Ambulance Train at Netley Hospital station, probably during the 1914–18 war. This is the engine that changed identities and emerged from Eastleigh Works in 1961 as 30667.



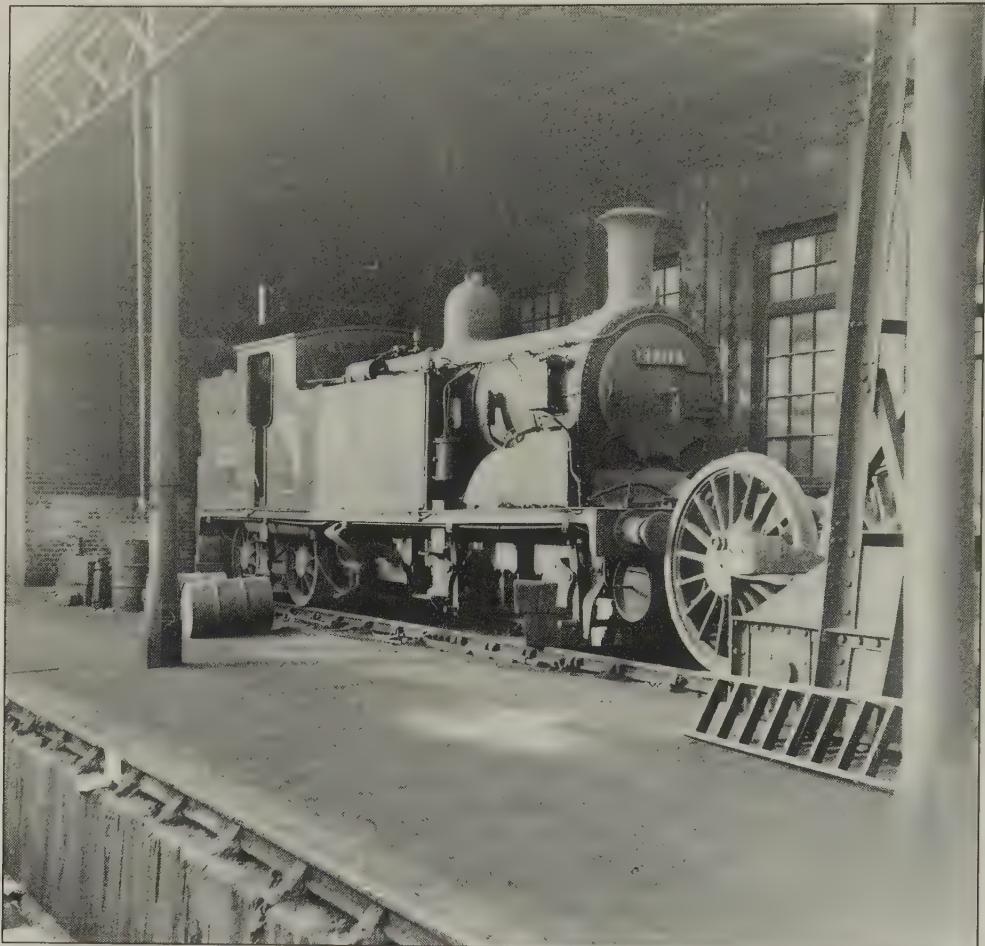
This is a view inside Eastleigh shed on 28 June 1964. On the left is Feltham shed's S15 class 4-6-0 30836. The nearest four engines on the centre line were all withdrawn. From right to left they are M7s 30108 and 30052 both from Bournemouth, A1X class 'Terrier' 0-6-0T 32646 from Eastleigh and M7 30480 from Bournemouth. In the distance on the right is rebuilt 'Merchant Navy' class Pacific 35019 'FRENCH LINE CGT' from Nine Elms shed. Maurice Dart.



This is Bournemouth's 'ex-Works' M7 30127 inside Eastleigh shed on 4 September 1958. Parts of other engines are visible. On the left is Guildford's U class 2-6-0 31639. On the right is the shed's own Standard 4MT 2-6-0 76012 and Exmouth Junction's T9 class 4-4-0 30715. Maurice Dart.

This is 30128 devoid of a shed plate and under repair at its home shed, Bournemouth on 4 September 1958. In January 1961 this engine emerged from Eastleigh Works numbered 30031 having changed identities with that engine which had been scrapped as 30128. Confusion reigned.

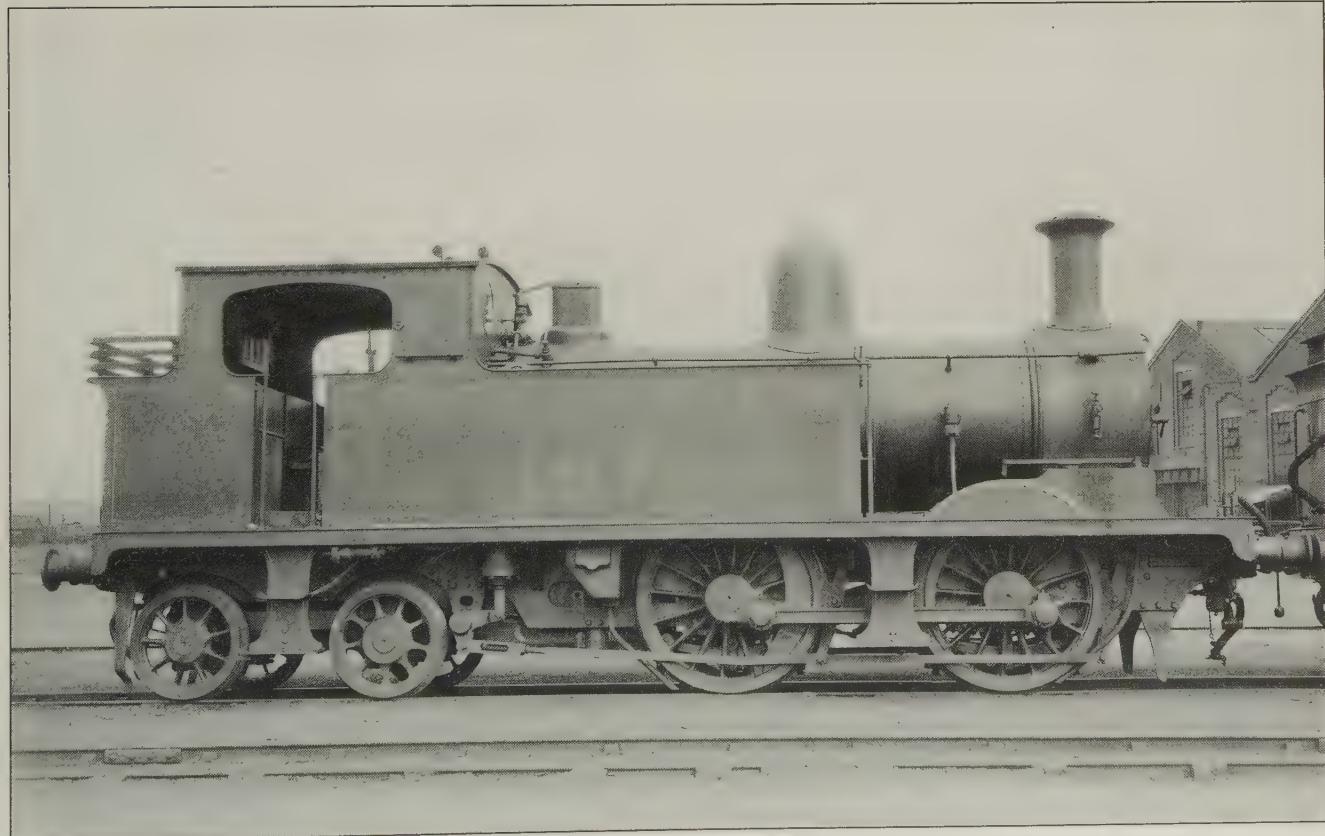
Maurice Dart.



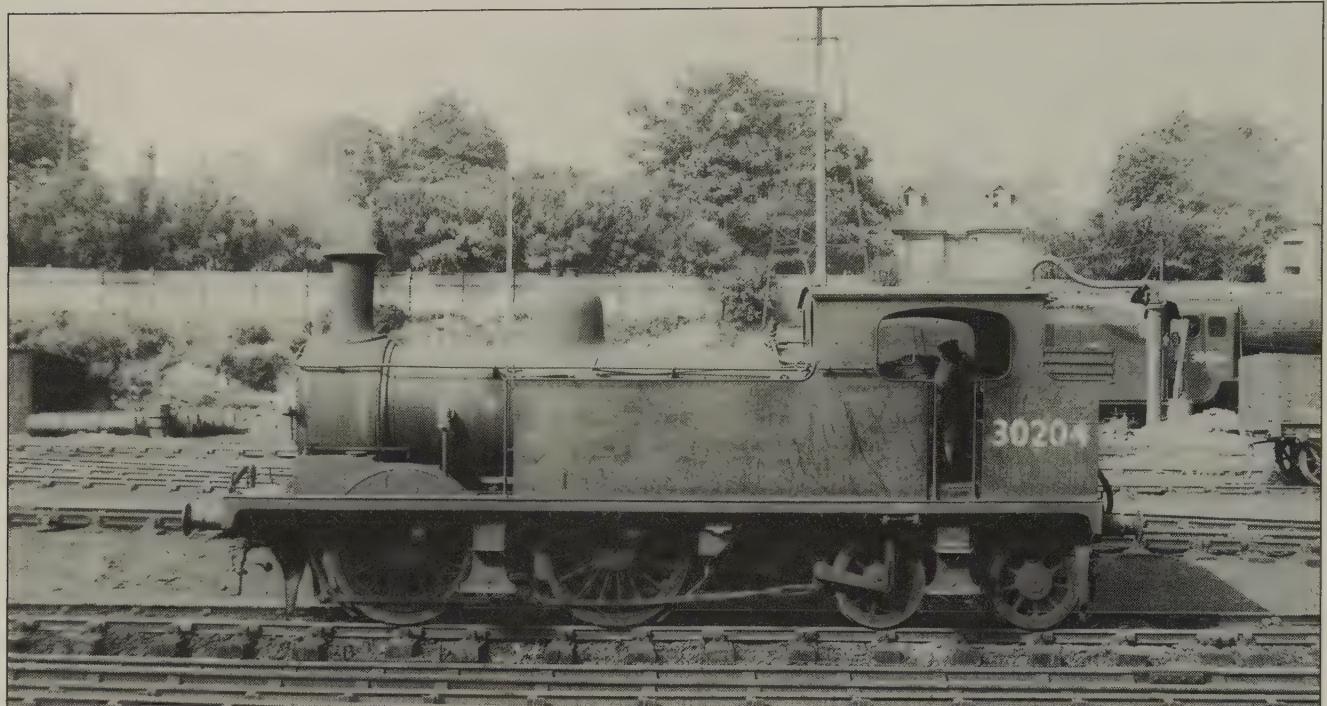
Here is Eastleigh's 30480 entering Brockenhurst on a train bound for the Ringwood line on 7 May 1962. That route to Wimbourne was nicknamed 'Castleman's Corkscrew' or 'The Water Snake'.

## SR O2 CLASS 0-4-4 TANKS

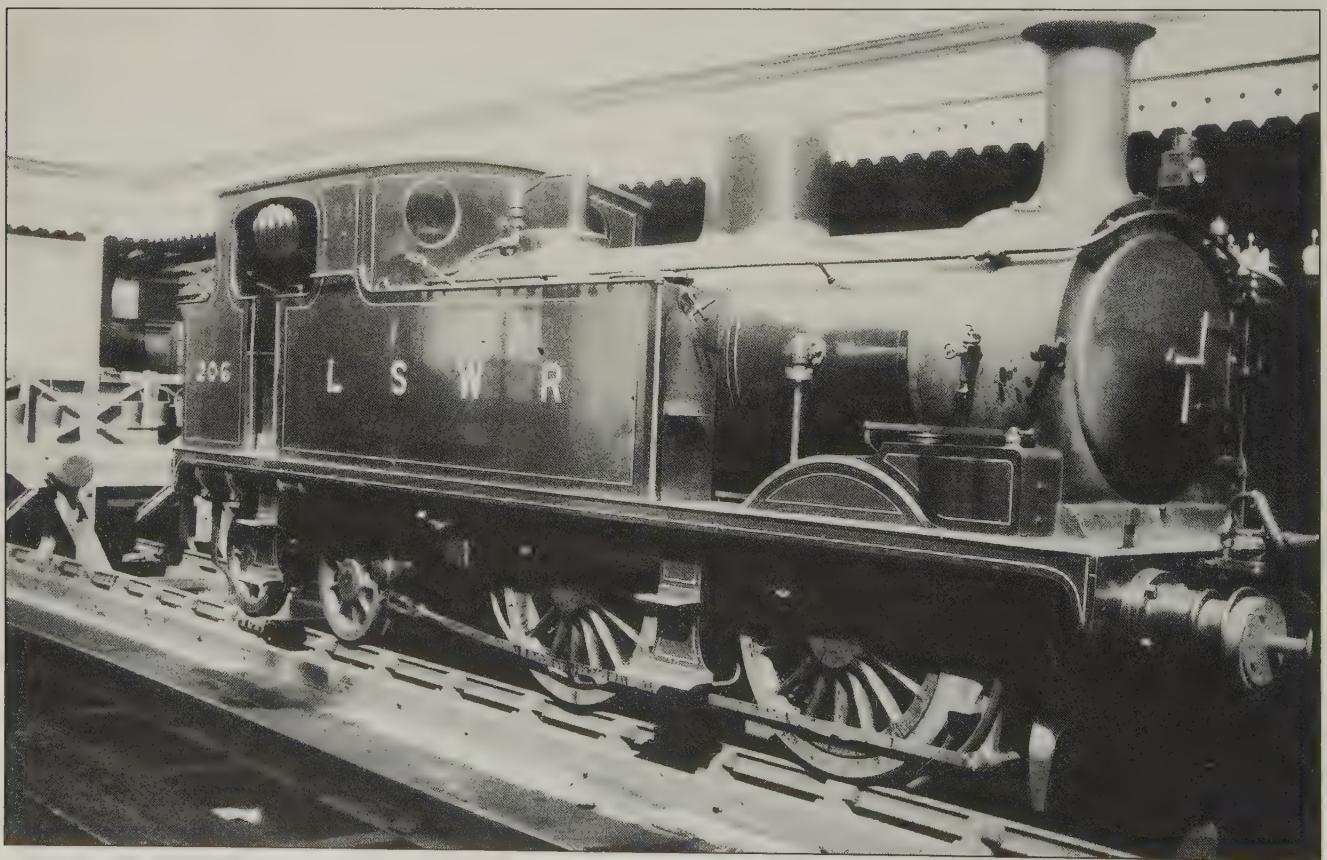
These engines worked light branch line passenger trains in parts of the area and latterly monopolised workings on the Isle of Wight. All of the engines that operated on the Isle of Wight had their bunker enlarged to increase their coal capacity. To save repetition of allocation details for the island's engines 25 to 36 were normally at Newport with 14 to 24 being at Ryde. Newport shed closed on 4 November 1957 when all of engines moved to Ryde. I tender no apology for including several photos of the same engines in this section, as the Isle of Wight was a very popular area for enthusiasts.



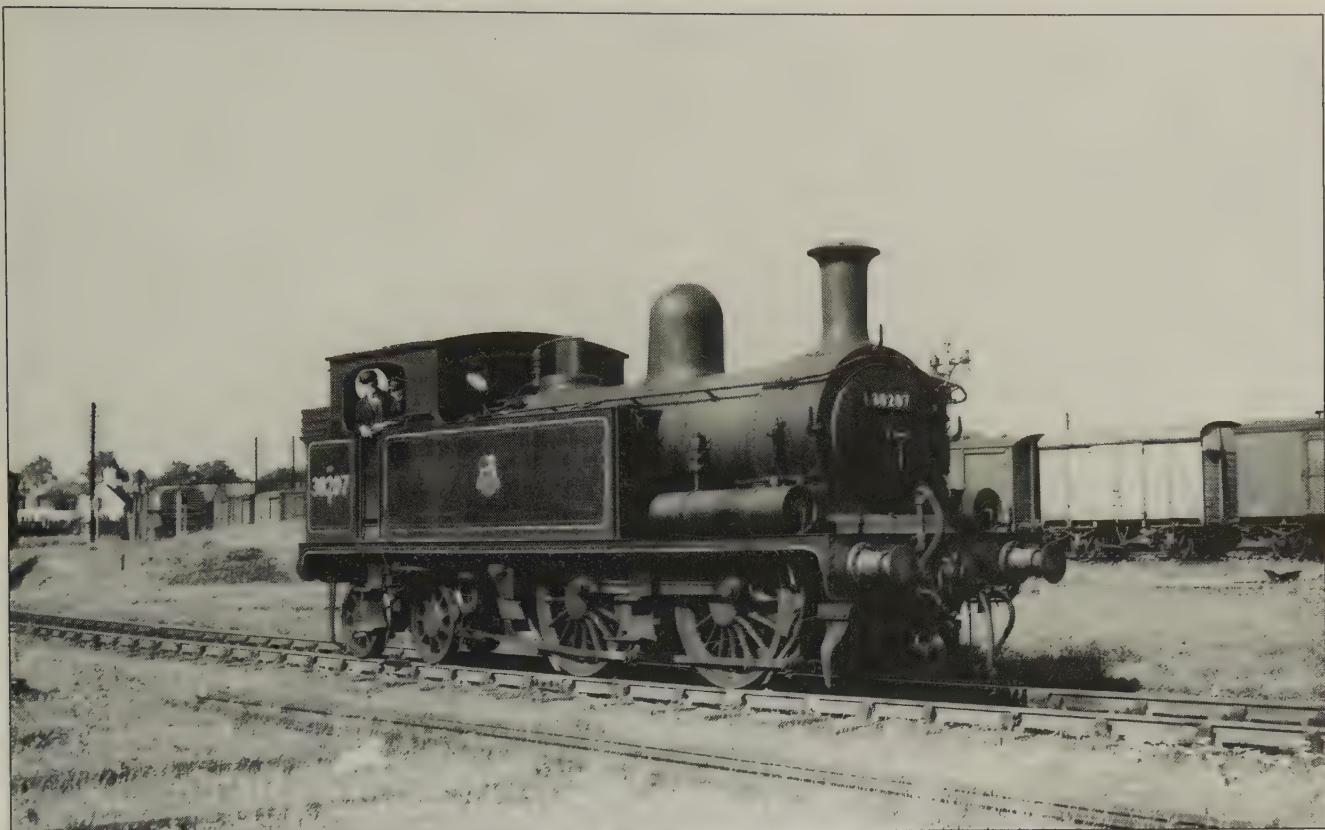
We commence with a rather dirty 187 at Eastleigh Works in the late 1920s.



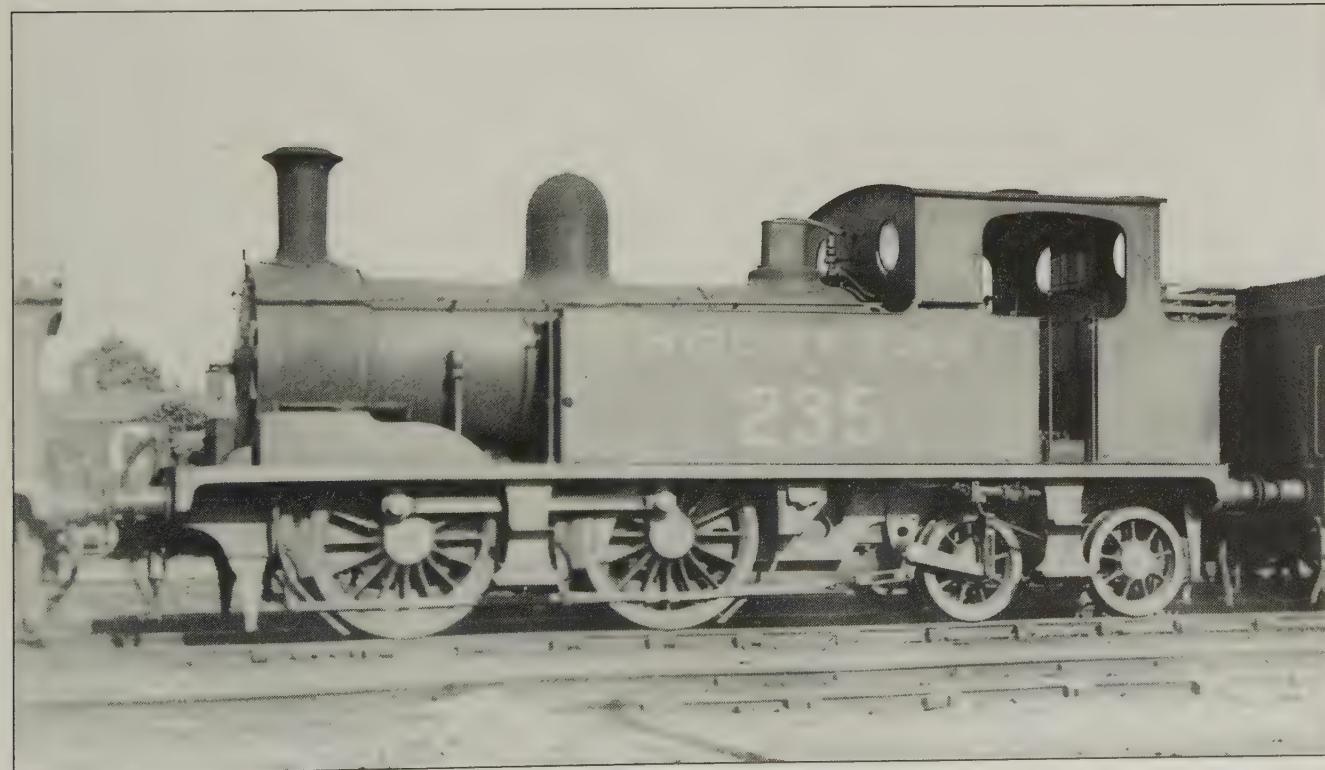
At Bournemouth shed in July 1951 are local O2 204 and Eastleigh's 'Lord Nelson' class 4-6-0 30856 'LORD ST VINCENT'. The O2 is fitted with a Drummond boiler.



Shortly after its transfer to the island in April 1923 206 is at the buffers, probably at Cowes. At this early date the engine retained a normal bunker. Southern Railway.



Friary shed's 207 is 'ex-Works' at Eastleigh Works in the early 1950s. R.K.Blencoe collection.



Here we have 235 at Eastleigh shed in the early 1930s. This engine was one of the class's early withdrawals in February 1933.

Now we come to a large batch of photos of this class on the Isle of Wight. A string of engines is at Ryde shed on 5 September 1958. From left to right they comprise O2s 31 'CHALE', 30 'SHORWELL' and 14 'FISHBOURNE'. On the right is E1 class 0-6-0T 3 'RYDE'.

Maurice Dart/Transport Treasury.



Here 14 'FISHBOURNE' is running round its train at Ventnor in the mid-1950s. On the right is pale grey van S46926 which was converted from a LBSCR Cattle wagon. M.H.Walshaw/Hugh Davies Photographs.



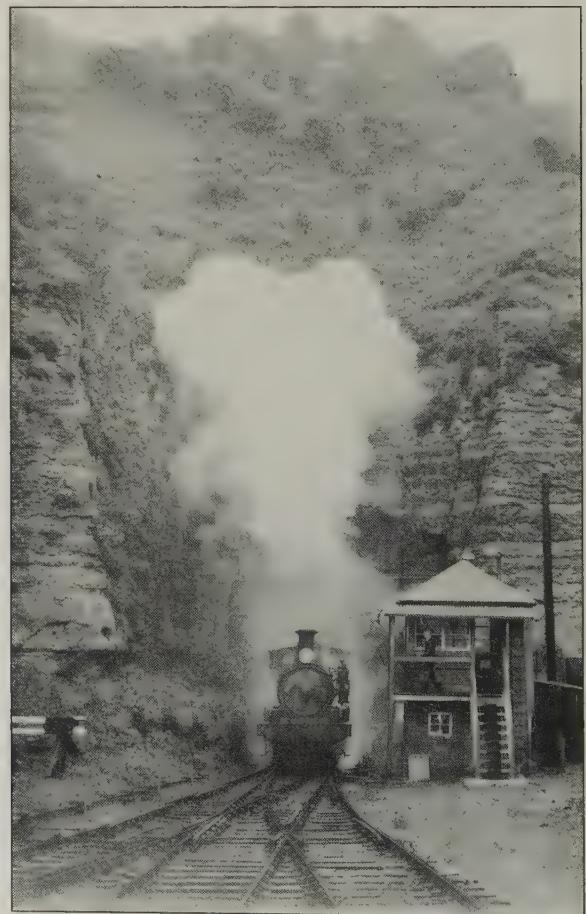
On 2 September 1960 14 'FISHBOURNE' is arriving at Wroxall with a train from Ryde to Ventnor. Note the Ivy covered building. Pamlin Prints.



Stopped at Brading on a train from Ryde to Ventnor on 18 May 1952 is 15 'COWES'.



A train from Ryde to Newport on 21 September 1964 hauled by 16 'VENTNOR' is approaching Smallbrook Junction.



On 25 September 1965 16 'VENTNOR' has arrived at Ventnor and is running round its train. It has emerged from St Boniface Down tunnel to run back into the station to re-couple. The signalman is preparing to hand a 'Token' to the driver.



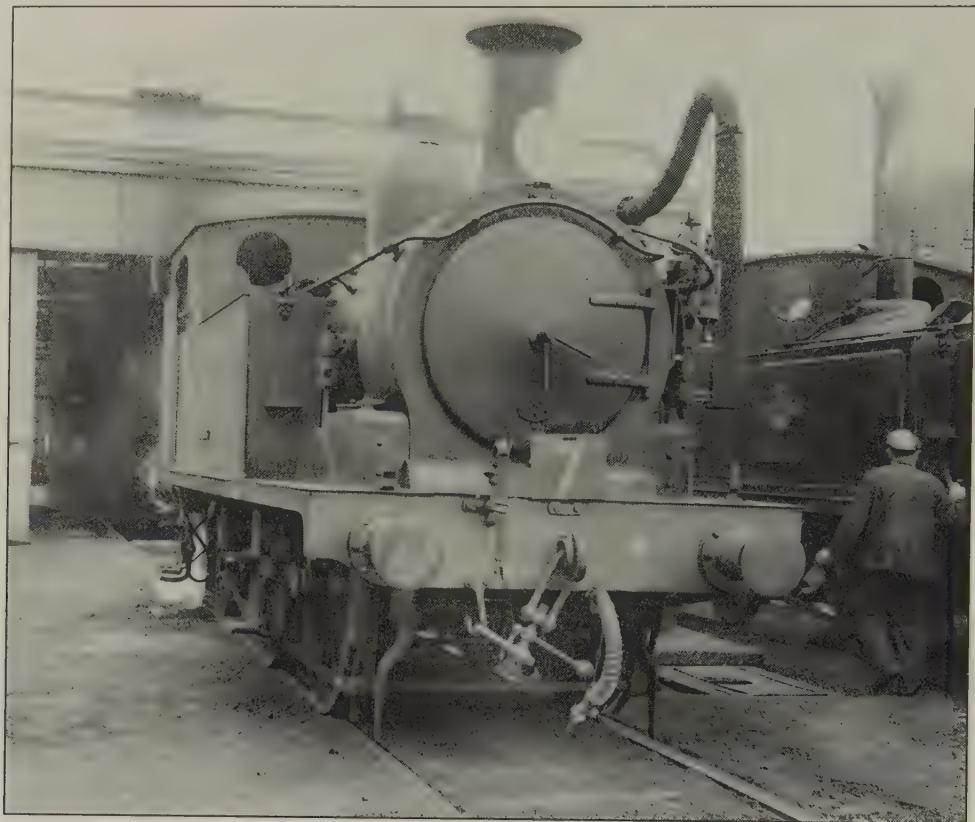
On 21 September 1964 17 'SEAVIEW' shunts wagons at Ryde St Johns Road. The train is made up from a Brake van, SR Road van S548 and two 5 plank wagons S27790 and S27785.



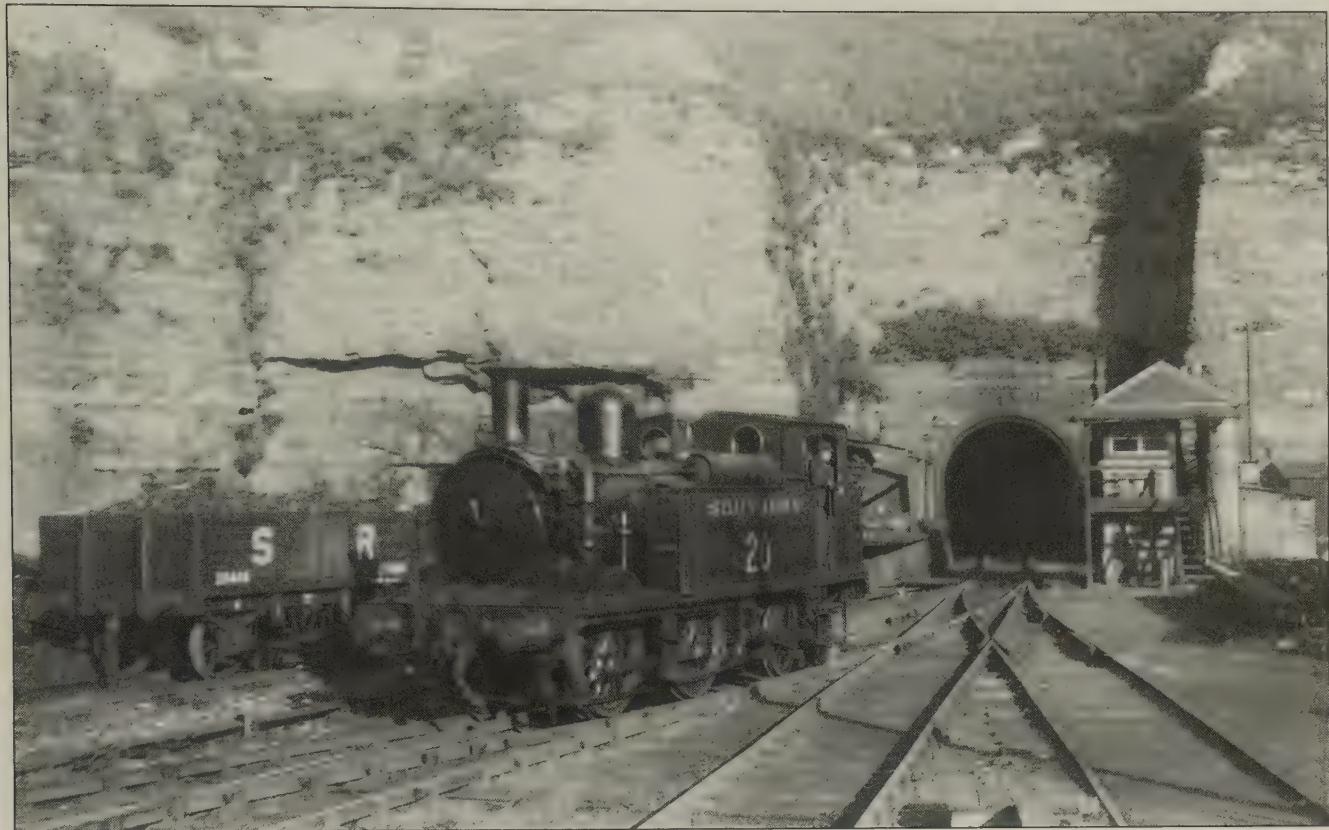
A train from Ventnor to Ryde Esplanade on 30 December 1966 has departed from Shanklin hauled by 17 'SEAVIEW'. The Conductor rail has been laid ready for the commencement of electric train working in January 1967. Brian Stephenson.

Standing outside Ryde shed on 5 September 1958 are 18 'NINGWOOD' and 20 'SHANKLIN.'

Maurice Dart/Transport Treasury.



At Smallbrook Junction on 3 August 1964 on a train from Ryde to Ventnor is 18 'NINGWOOD'. The fireman is preparing to hand the Token to the signalman.



Still retaining its small bunker W20 is moving towards St Boniface Down tunnel whilst running round its train at Ventnor on 6 November 1928. The engine had not been named by this date. On the left is SR 5 plank wagon 28446.



The 10.40am Ryde Esplanade to Shanklin train approaches Brading on 27 August 1966 hauled by 20 'SHANKLIN'.  
R.J.Buckley.



In the late 1950s a train is on the pier heading for Ryde hauled by 22 'BRADING'. At the front of the train are two SR PMVs the first being S1051. David Lawrence/Hugh Davies Photographs.



A special train for the Locomotive Club of Great Britain is at Wroxall on 3 October 1965 heading for Ryde. It is double-headed by 14 'FISHBOURNE' and 24 'Calbourne' which has been de-named.



This undated photo at Ryde shed from the mid-1950s has 28 'ASHEY' on the left and 20 'SHANKLIN' on the right.

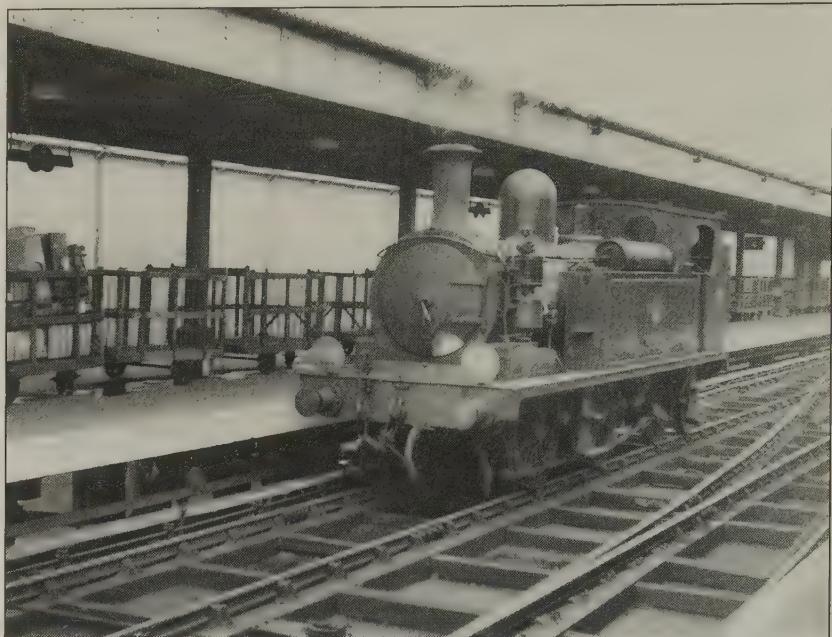


Shunting is being carried out at Ryde St Johns Road on 21 September 1964 by 28 'ASHEY'. The fine signal gantry is prominent.

On 5 September 1958 29 'ALVERSTONE' is running round its train at Ryde Pier Head. Maurice Dart.

Two of the class are outside Ryde shed on 5 September 1958. Nearest to the camera is 29 'ALVERSTONE' with 20 'SHANKLIN' on the left.

Maurice Dart/Transport Treasury.

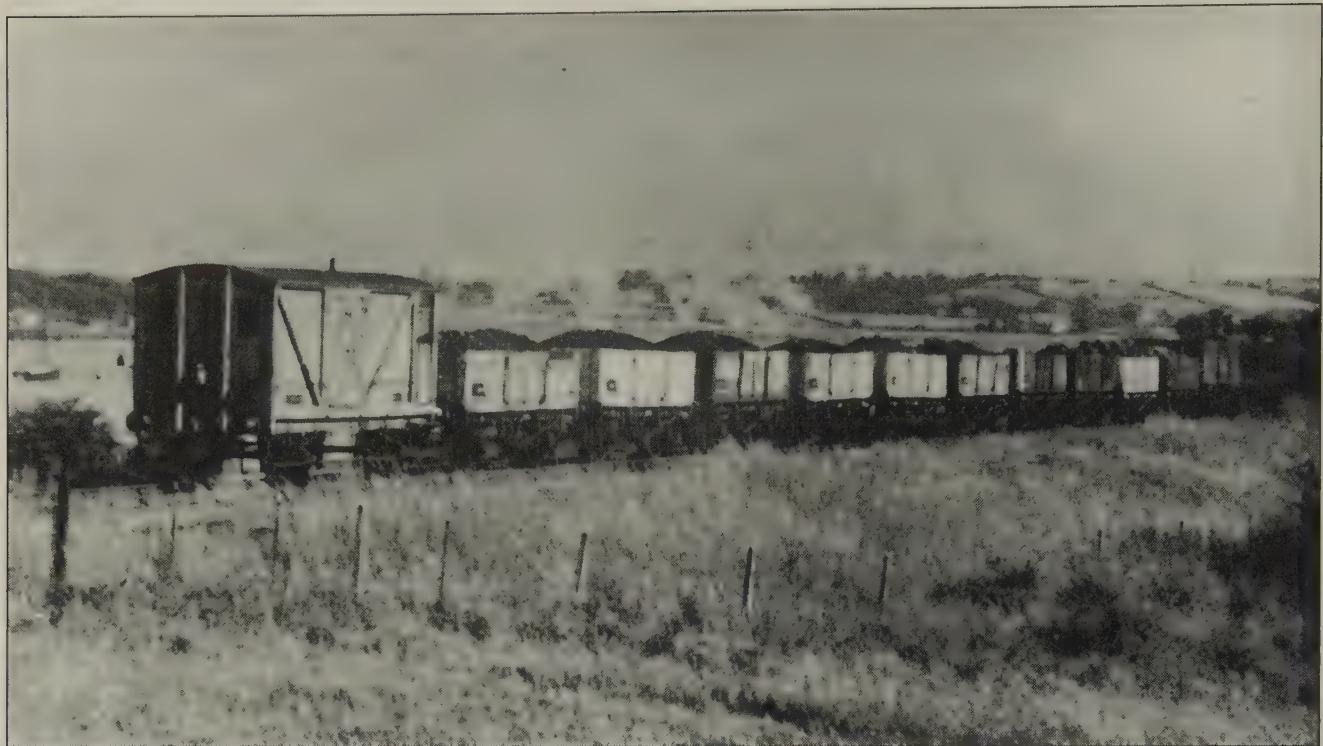




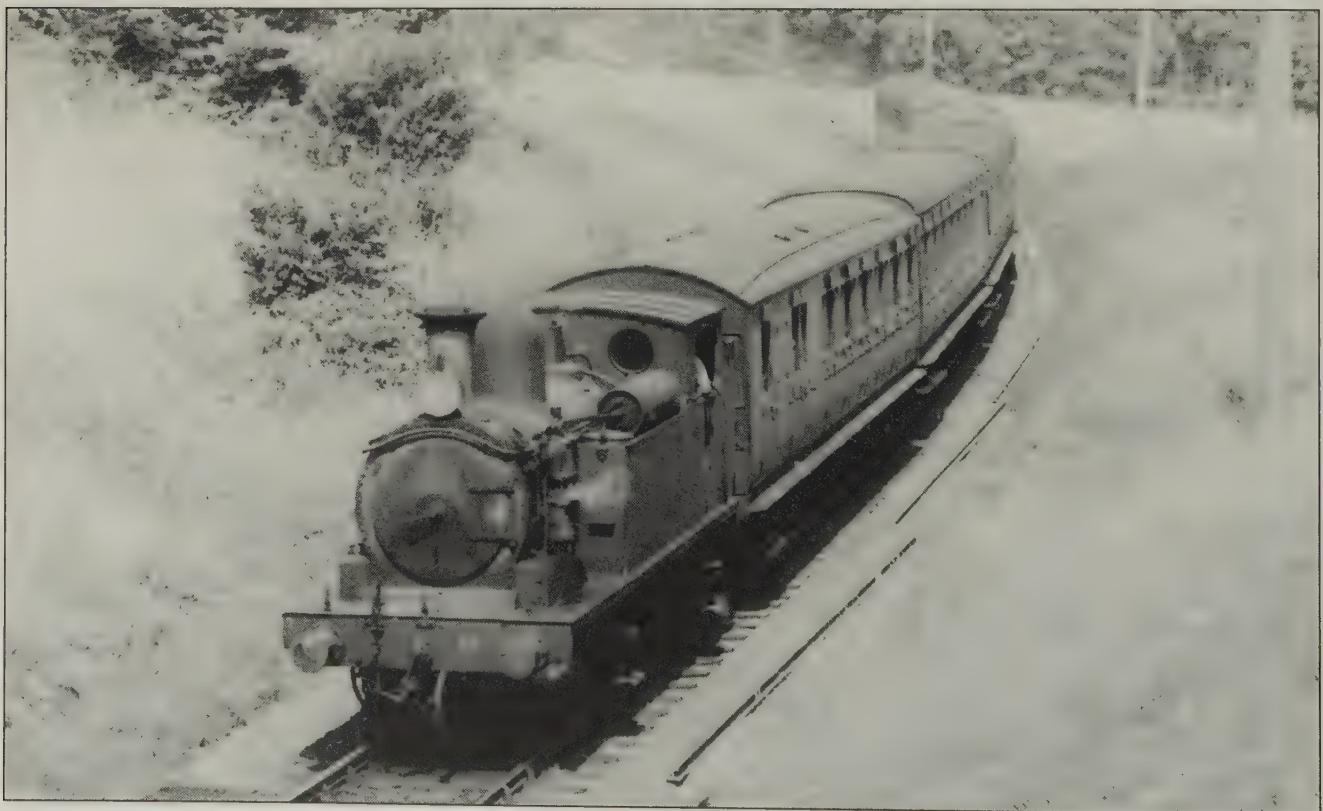
A train from Ryde to Cowes is approaching Smallbrook Junction on 21 September 1964 hauled by 29 'ALVERSTONE'.



On 21 September 1964 a train for Cowes departs from Ryde St Johns Road headed by 30 'SHORWELL'.



This poor quality photo is included because of its interesting content. On the right of the photo 31 'CHALE' slowly moves a coal train from Medina Wharf over the branch line alongside the River Medina heading for Newport on 8 June 1961. K.L.Cook.



On 27 August 1966 33 'BEMBRIDGE' is near Brading with the 12 noon train from Ryde to Shanklin. R.J.Buckley.



The last two members of the class to be transferred to the island are at Medina Wharf in April 1949. They are 36, later named 'CARISBROOKE' and 35, later named 'FRESHWATER'.



A train to Ventnor via Sandown swings away from the line to Ryde after leaving Newport in the early 1950s. Newport shed is in the background as 35 'FRESHWATER' accelerates away from the junction.

T.G.Wassel/Hugh Davies Photographs.



A train from Cowes to Ryde in the mid 1950s approaches Smallbrook Junction hauled by 31 'CHALE'. The engine is carrying 'Target 10' on its rear.



The same engine 31 'CHALE' brings a train from Ryde Esplanade out of Ryde tunnel past the Pump house into Ryde St Johns Road on 18 December 1966. The Down line has been lifted ready for re-ballasting.

## SR T1 CLASS 0-4-4 TANKS

These engines worked passenger and goods trains in the area but were gradually superseded by more powerful types.



Two engines are at home by the coal stage at Eastleigh shed on 23 September 1945. Nearest to the camera is T1 1 behind which is E1 class 0-6-0T 2609. The E1 was withdrawn in June 1948 with the M7 following suit in July 1949.



This view of Bournemouth shed on 11 September 1932 has T1 2 in front of an unidentified D15 class 4-4-0. Withdrawal was during February 1949.



Locally based engine 4 coupled to ex LMS Horsebox 42263 shunts in the Works sidings at Eastleigh on 22 September 1945. This engine was withdrawn in August 1946.

## 2-4-0S AND 2-4-0 TANKS

**G**WR 2-4-0s worked in on trains from Cheltenham or Reading. The three remaining 'Beattie Well' 2-4-0Ts visited Eastleigh Works for attention.



Here we see ex M&SWJ 2-4-0 1336 from Reading shed at Andover Junction GWR shed on 9 May 1953 ready to work a Gloucestershire Railway Society special. S.C.Nash.

Isle of Wight Railway 2-4-0T W 13 'RYDE' is at Ryde shed on 20 September 1926. This engine was withdrawn in July 1932.

The Locomotive Club of Great Britain/Ken Nunn collection.





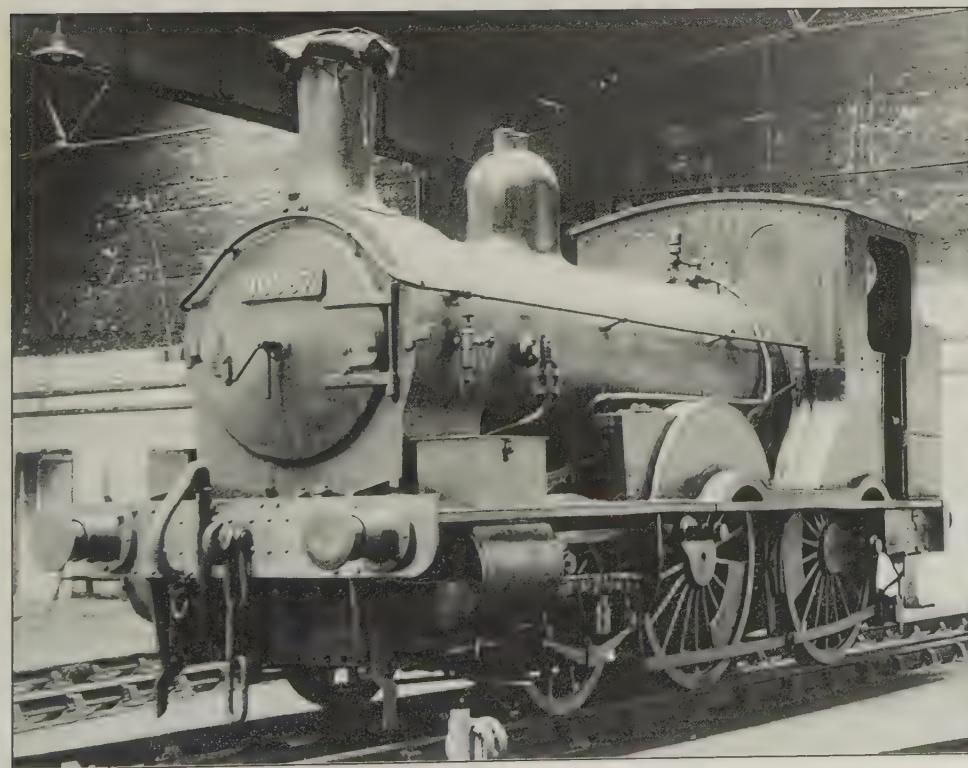
Isle of Wight Railway 2-4-0T W 16 'WROXALL' is at Newport shed on 21 September 1926. Withdrawal took place during June 1933.



Isle of Wight Railway 2-4-0T W 18 'BONCHURCH' is shunting at Newport in the 1920s. This engine survived until May 1928.



'Beattie Well' 2-4-0T 30585 from Wadebridge shed is in front of E4 class 0-6-2T 32408 at Eastleigh shed where the E4 was based, on 11 November 1962. The Beattie Well tank has been preserved and operates on the Buckinghamshire Railway at Quainton Road.



Having been withdrawn from Wadebridge shed on 7 January 1963 'Beattie Well' 2-4-0T 30587 is in store in the Roundhouse at Fratton shed on 2 May 1964. This engine has been preserved and is normally based on the Bodmin & Wenford Railway.

## 0-4-2S AND 0-4-2 TANKS

Examples of these types worked in the area and visited Eastleigh works.



This is Bournemouth shed on 11 September 1932 with A12 class 0-4-2 'Jubilee' E 603 outside. This engine was withdrawn in August 1935.

A12 class 'Jubilee' 644 is passing Gosport shed with a goods train from the Southampton line in the early 1930s. Tender first, in the background is L11 4-4-0 439. The A12 was withdrawn in March 1946 with the L11 in May 1949. The Stokes Bay branch line is curving left past the engine shed.





A fellow enthusiast poses alongside LBSCR D1 class 0-4-2T B 298 which was withdrawn in July 1933 and is at Eastleigh shed on 14 May of that year, probably prior to entering the Works for an assessment. Eastleigh had taken over the overhaul of some of the class from Brighton.



In June 1948 LBSCR D1 class 2244 now renumbered into Service stock as 700S is at Eastleigh shed. This engine had been modified for use as an oil fuel pump in January 1947 and first worked at Fratton before transfer to Eastleigh. Withdrawal followed in May 1949. The tender of an oil-burner is visible in the left background.

## SR B4 CLASS 0-4-0 TANKS

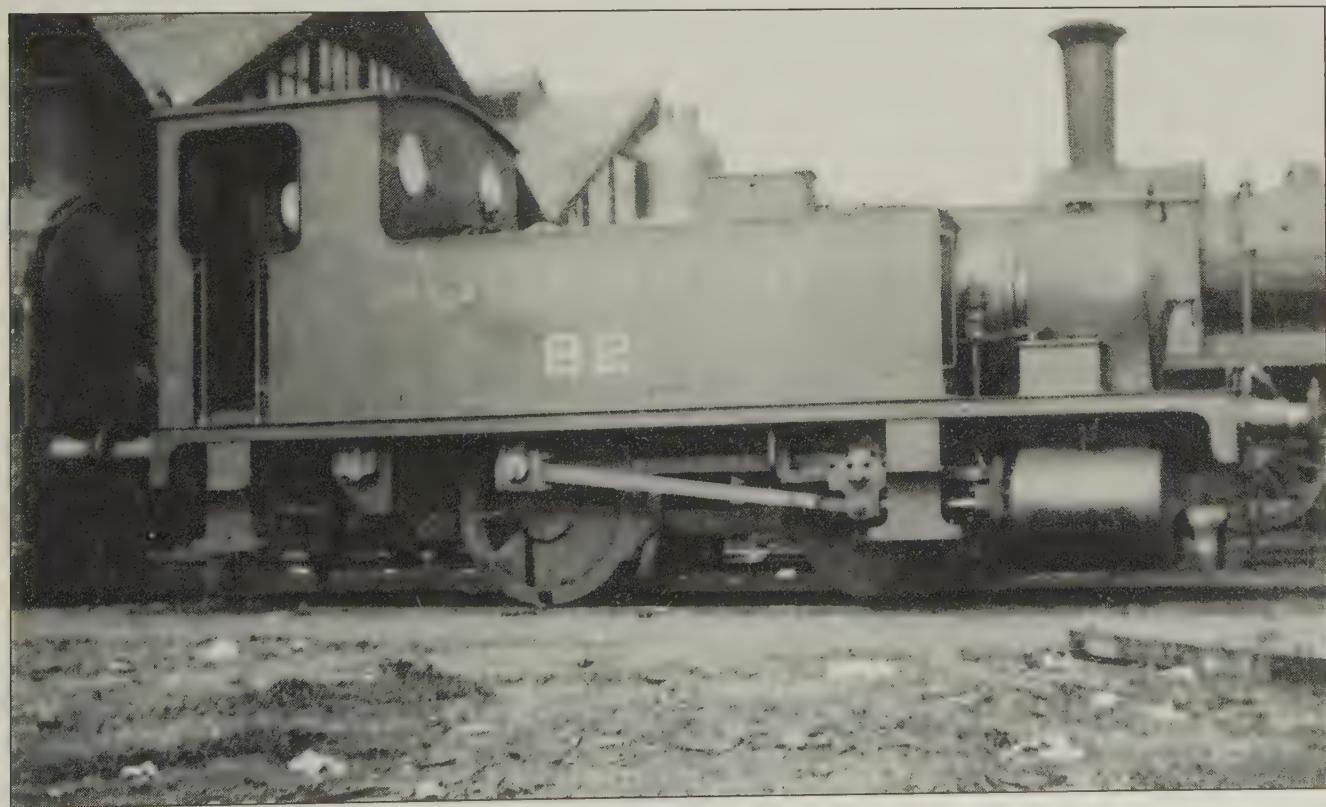
These small but powerful tank locomotives worked in the docks at Southampton and were also used as Pilots at engine sheds and to shunt in goods yards where tight curves existed. The last batch of five locos built under Drummond were officially designated as K14 class but they were normally all classified together as B4. Over the years boilers have been exchanged resulting in Drummond engines running with Adams boilers and vice-versa. The engines at Southampton Docks were given names and at times some only carried their name on the tank side with a number on the buffer beam or on the back of the cab. The engines that worked in Southampton Docks were fitted with cut-away cabs to improve visibility when shunting around sharp curves. Also the Southampton Docks engines were fitted with a Linseed Filtrator positioned behind the dome. At Plymouth Friary shed these engines were nicknamed 'Bugs'.



We start this large batch with 81 'JERSEY' in Southampton Docks on 22 July 1938. The Linseed Filtrator can be seen. A.N.H.Glover.



This is a shot from the late 1940s of 81 'JERSEY' at Eastleigh shed. The Linseed Filtrator has been removed. After withdrawal in February 1949 this engine was sold into industry and worked at the Skinningrove Iron Co. near Saltburn until June 1961. Transport Treasury



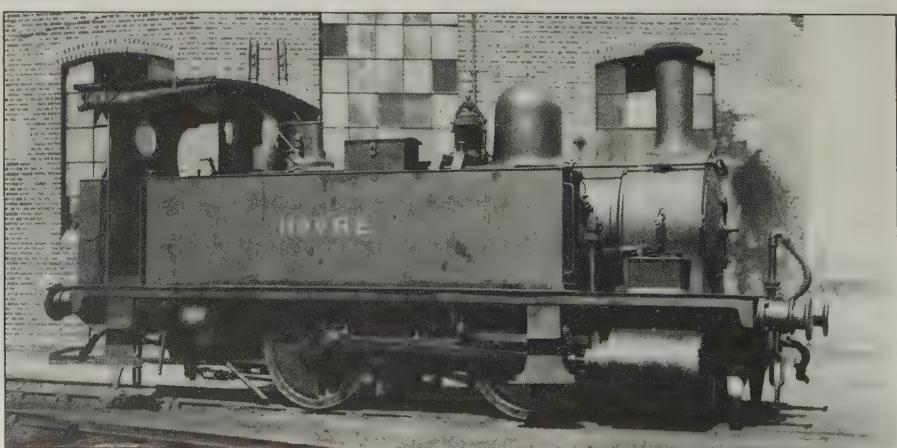
Outside Eastleigh shed in the 1930s is 82 which is one of the Drummond K14s.

On 11 September 1932 the pilot loco at Bournemouth shed was Drummond K14 83.



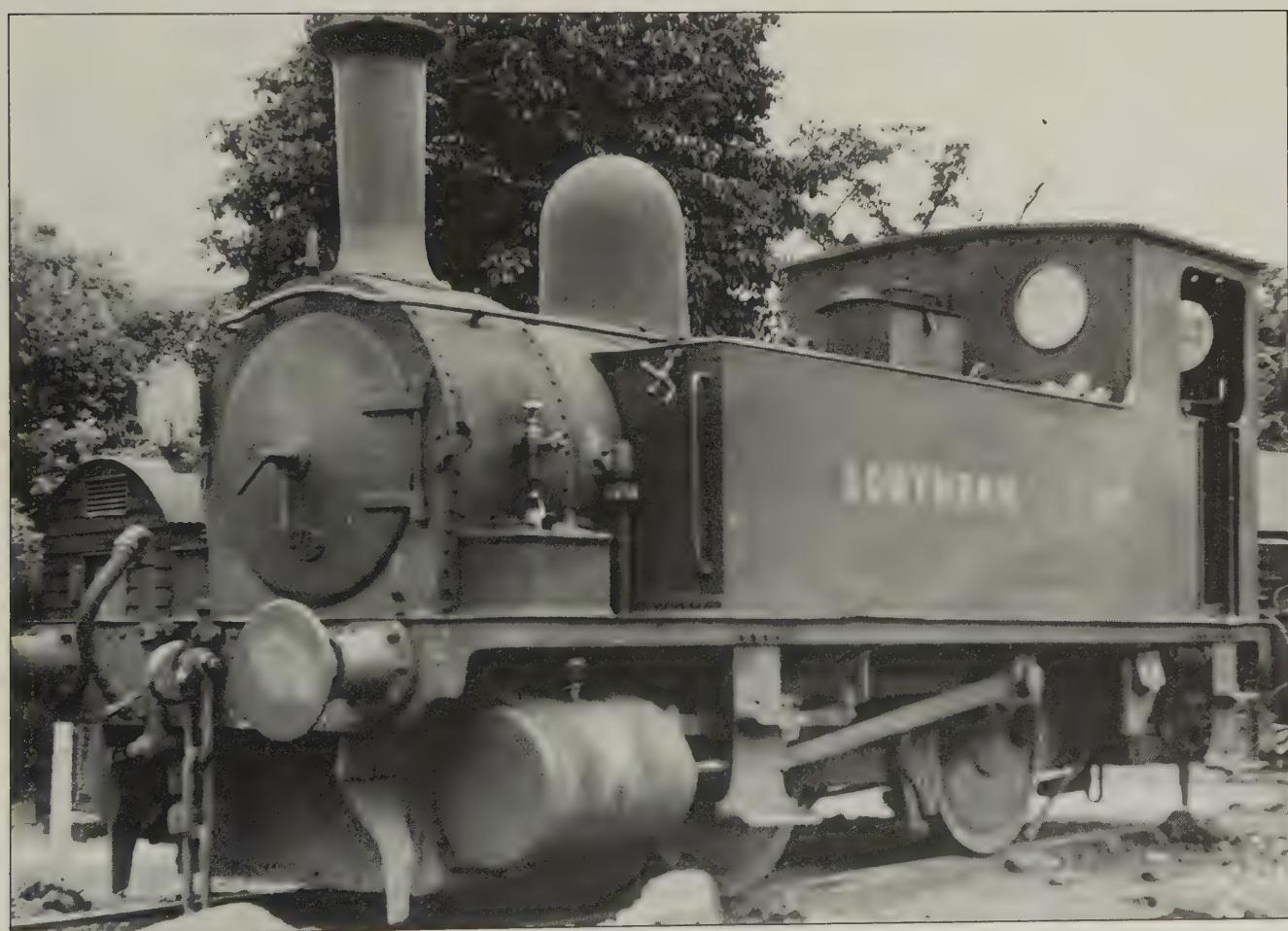
This is a view of Southampton Docks shed in August 1903 with three of the class present. From left to right they are 95 'HONFLEUR', 102 'GRANVILLE' and 85 'ALDERNEY'. None of these engines had received the Filtrators.

Outside Southampton Docks shed on 20 August 1933 is 86 'HAVRE'. Pamlin Prints.





Here 86 'HAVRE' has lost its Filtrator and is on Pilot duty at Bournemouth shed in the late 1940s.  
R.K.Blencoe collection.



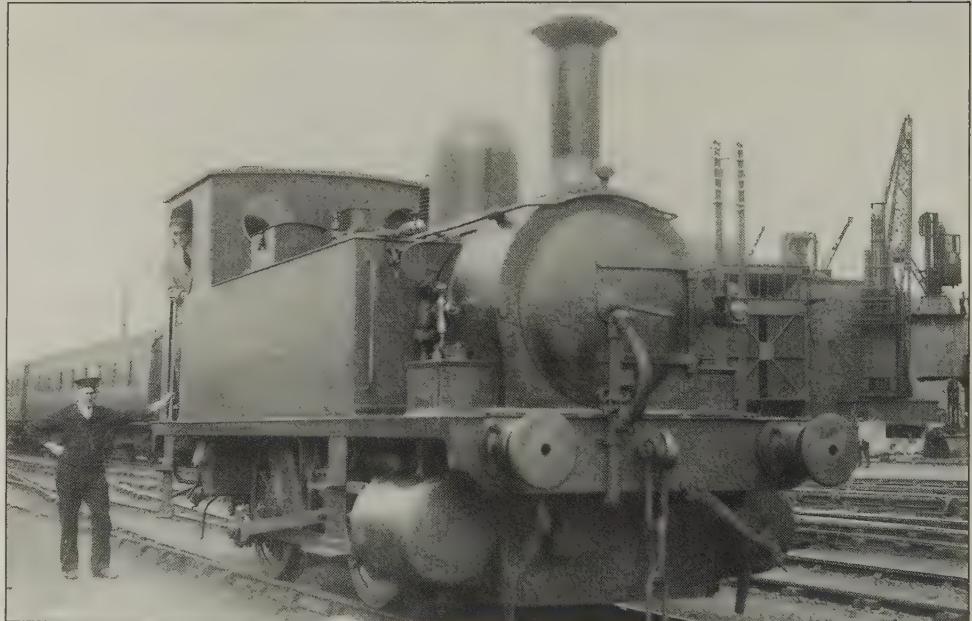
On 15 July 1951 87 was the Pilot loco at Bournemouth shed. Arthur R.Wilson.



Eastleigh shed on 4 September 1958 was host to Friary shed's 30088 which was on transfer to there. On the right is the shed's P class 0-6-0T 31325. Maurice Dart/Transport Treasury.

Shunting at Southampton Docks is being performed by 89 'TROUVILLE' on 31 July 1930.

The Locomotive Club of Great Britain/Ken Nunn collection.



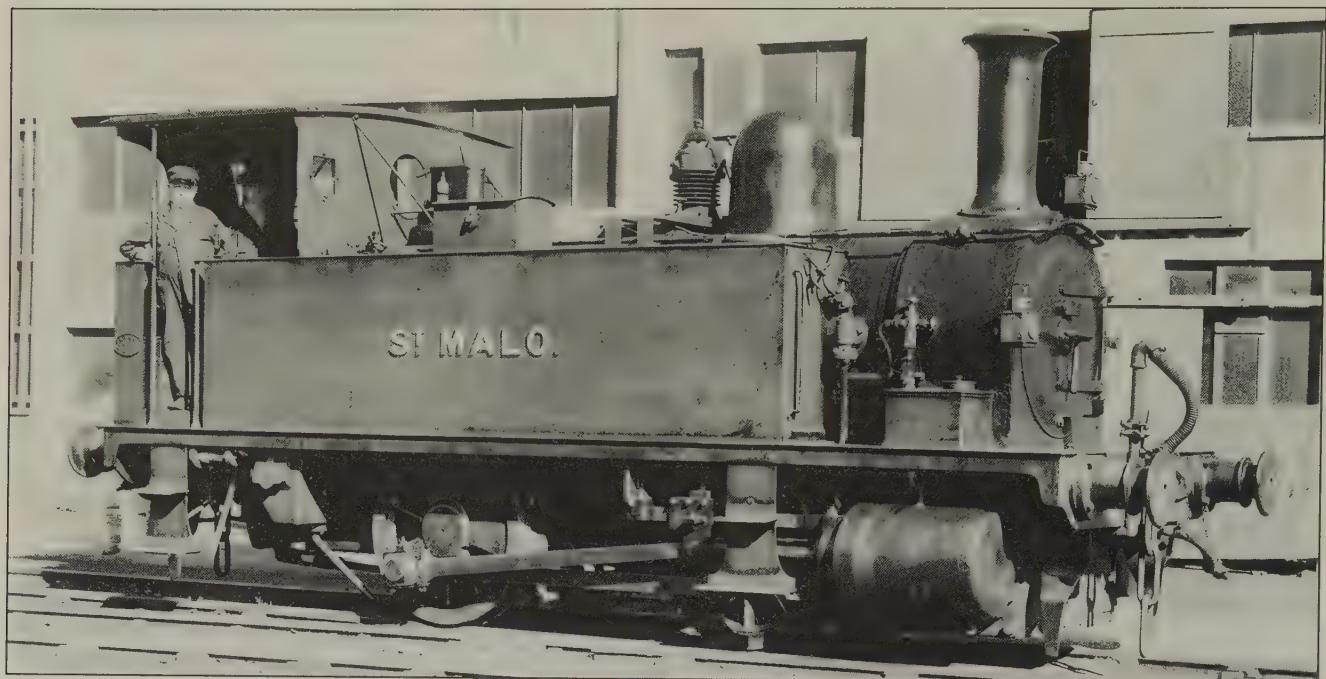
The photographer has attracted the attention of the loco crew and other railwaymen in this September 1934 shot of 90 'CAEN' shunting at Southampton Docks. A.G.Ellis.



The level crossing over Canute Road between Southampton Docks and Southampton Terminus is protected by a 'Flagman' as 91 makes it way across hauling a train of cattle wagons in 1908. Pamlin Prints.



In the early 1920s 92 is on Pilot duty at Eastleigh shed. After withdrawal in April 1949 this engine was sold into industry and worked at the NCB Opencast Disposal Point at Darton, Barnsley until June 1961.



Shunting at Southampton Docks in the 1920s is being carried out by 93 'ST MALO'.



At Southampton Docks on 20 May 1932 shunting was being carried out by 95 'HONFLEUR'. The cut-away cab offered little protection from the elements for the crew. After withdrawal from Friary shed in April 1949 this engine was sold into industry and worked at the NCB Opencast Disposal Point at Gwaun-Cae-Gurwen until October 1957.



Busy shunting at Southampton Terminus on 4 September 1958 was 30096 from Eastleigh shed. On withdrawal in October 1963 this engine was sold into industry and worked at Corralls Ltd, Dibbles Wharf, Southampton where it received a cut-away cab and was named 'CORRALL QUEEN'. It worked there until 1970 and was sold to the Bulleid Society in December 1972. It has been restored to traffic and works on the Bluebell Railway where it is named 'NORMANDY'. Rolling stock present include two BR Standard vans and a BR standard open Shock wagon.

Maurice Dart/Transport Treasury.

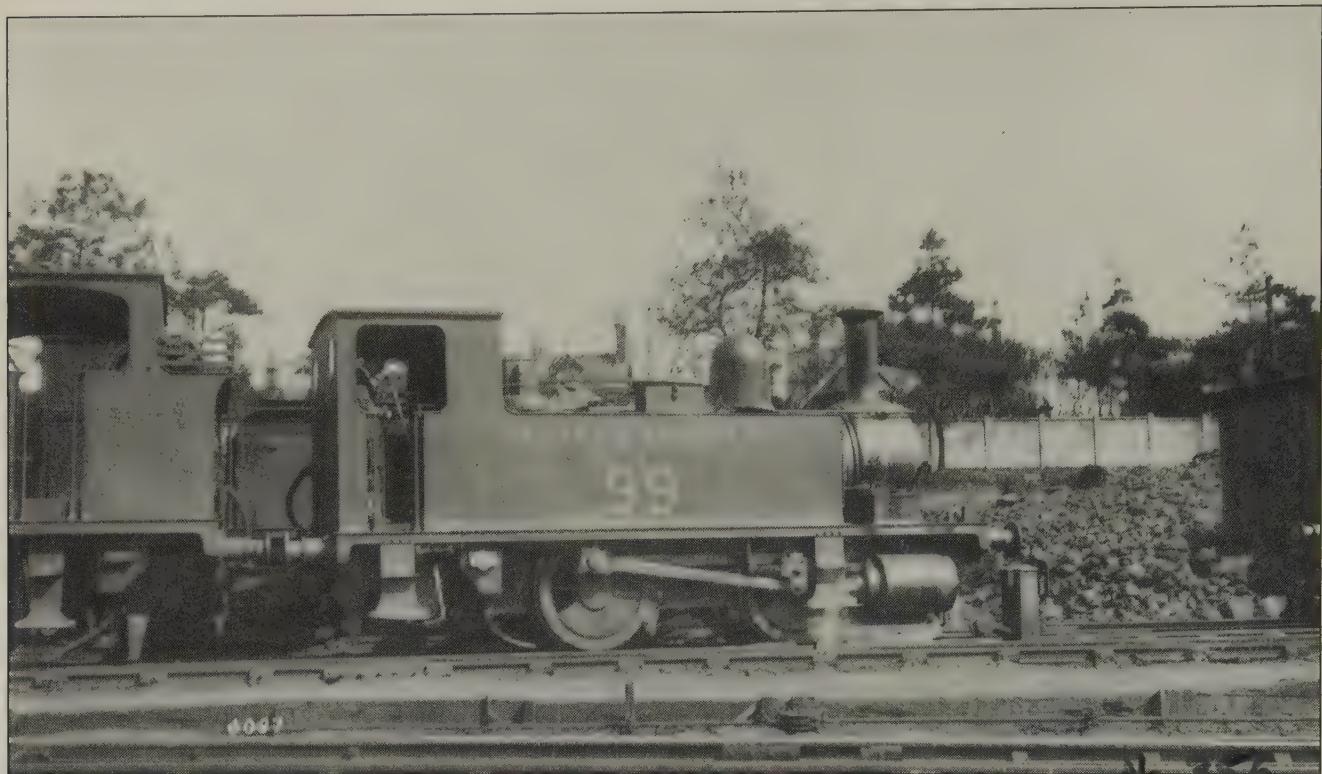


A young enthusiast poses in the cab of 97 'BRITTANY' at Eastleigh shed on 2 July 1949. This engine had been withdrawn from Eastleigh shed in February of that year but was sold into industry and worked at Stewart & Lloyds, Bilston, Staffordshire until August 1958.

R.B.Priestley.



Outside Southampton Docks shed in the 1930s is 98 'CERBOURG'. After withdrawal in February 1949 this engine was sold into industry and worked at Stewart & Lloyds, Bilston, Staffordshire until August 1958.

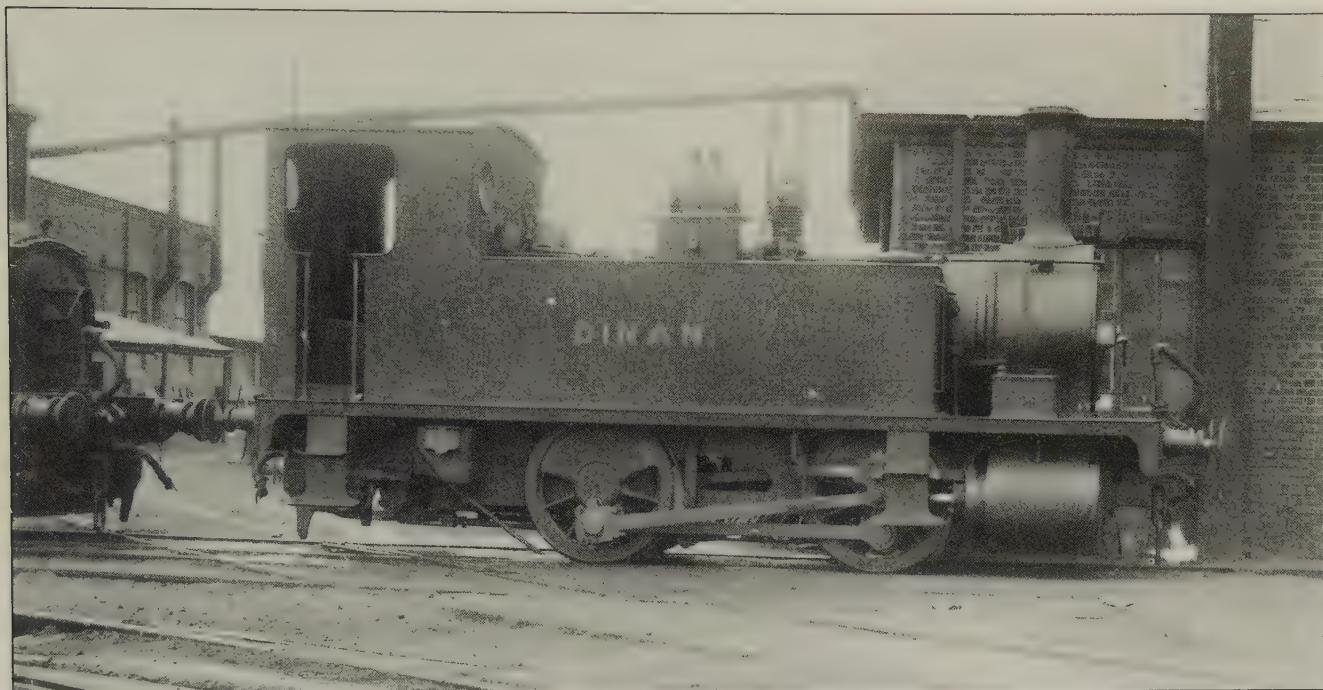


In the 1930s 99 is at Bournemouth shed. On withdrawal in February 1949 this engine was sold into industry and worked at Stewart & Lloyds, Bilston, Staffordshire where it was named 'DORSET' until August 1958.

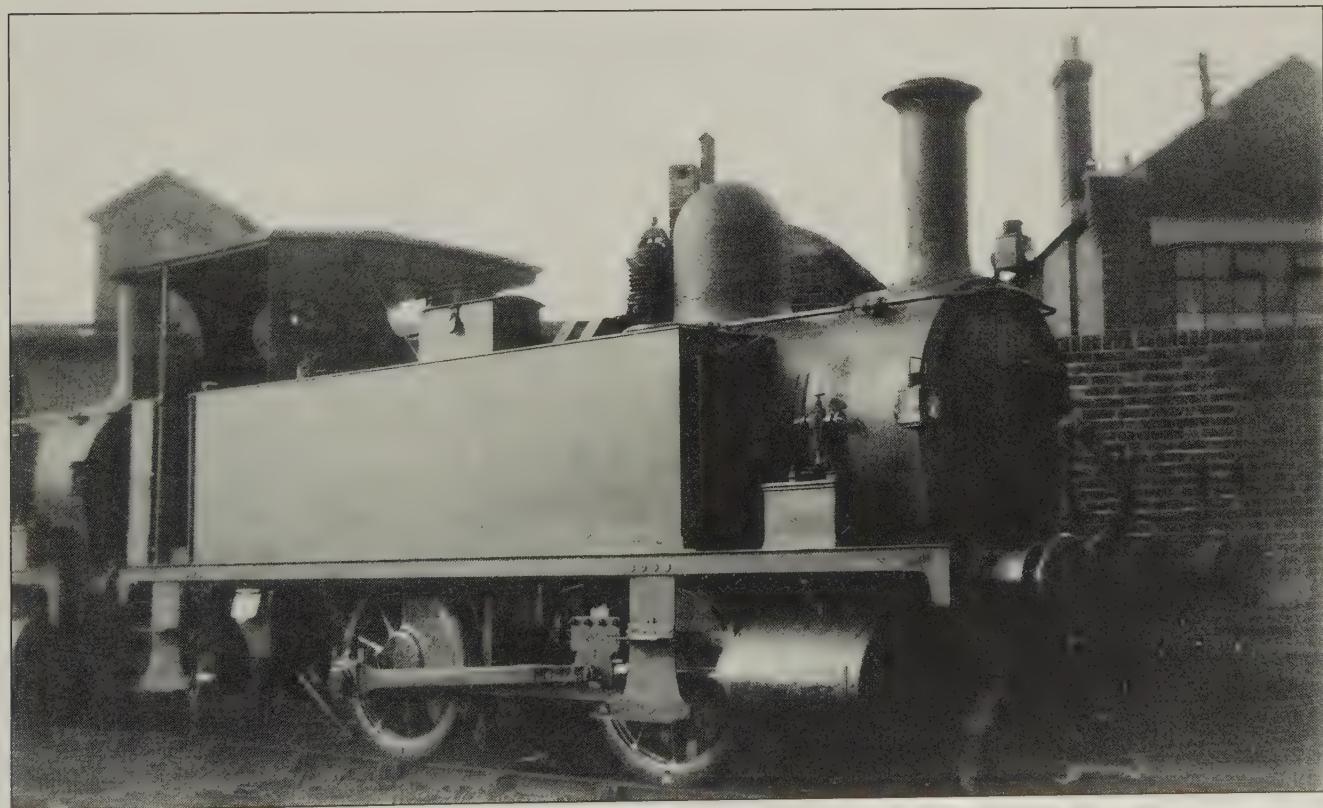
Locomotive Publishing Co.



On 29 April 1939 Eastleigh shed was host to Bournemouth's 100. After withdrawal in February 1949 this engine was sold into industry and worked at Stewart & Lloyds, Bilston, Staffordshire where it was named 'SUSSEX' until August 1958. R.K.Blencowe collection.



This is Southampton Docks shed on 10 November 1928 when two of the class were present. One of them is Drummond K14 101 'DINAN'. This engine was originally numbered 746. After withdrawal in November 1948 this engine was sold into industry and worked at East Yelland Power Station near Bideford where it was numbered SL2 until January 1954. H.C.Casserley.



At Southampton Docks shed on 14 May 1933 is 102 'GRANVILLE' in front of another unidentified member of the class.



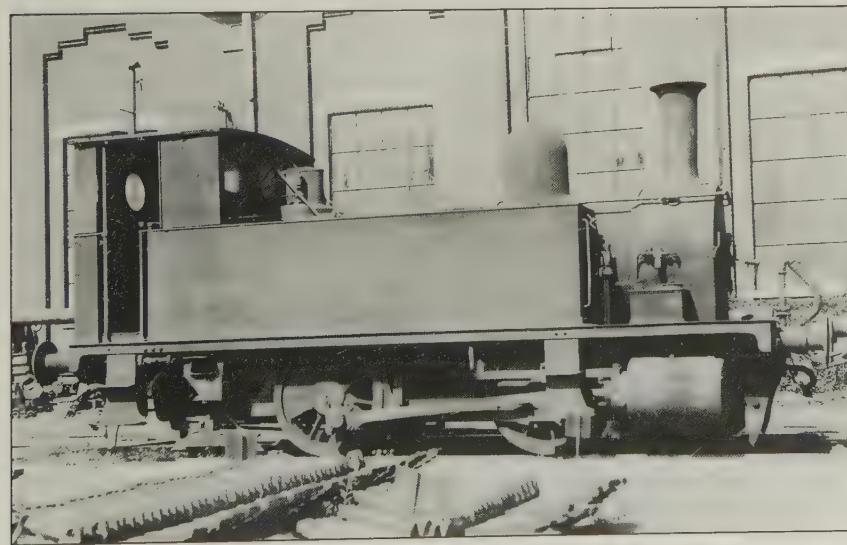
Here is Eastleigh shed's 30102 shunting at Winchester goods yard in the late 1950s. After withdrawal in September 1963 the engine was externally restored at Eastleigh Works and was sold to Butlins in October 1964 and was displayed at the Holiday Camp at Pwllheli. In 1971 it moved to Bressingham where it has been externally restored.



On Pilot duty at Bournemouth shed in July 1935 is 103. After withdrawal from Friary shed in May 1949 this engine was sold into industry and worked at the NCB Opencast Disposal Point at Backworth, Northumberland until August 1953.

At Southampton Docks in 1935 is Drummond K14 147 'DINARD' which was originally numbered 747. After withdrawal in February 1949 this engine was sold into industry and worked at Waun Wen, Blaenavon until August 1958.

Real Photographs.

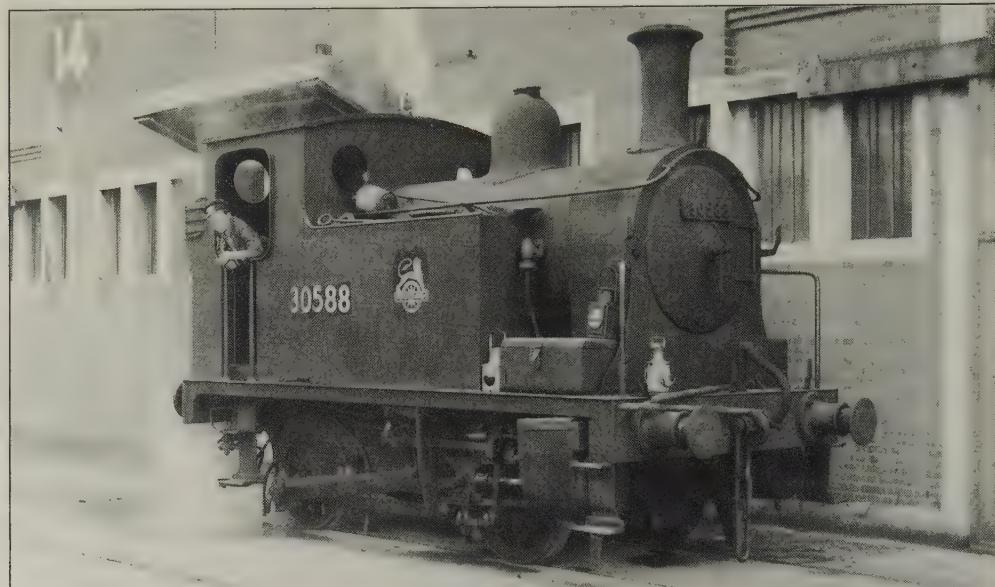


This section ends with 176 'GUERNSEY' at Southampton Docks shed in the mid-1940s. After withdrawal in June 1948 this engine was sold into industry and worked at Stewart & Lloyds, Bilston, Staffordshire until February 1961. I saw this engine inside Friary shed in September 1945.

## OTHER SR 0-4-0 TANKS

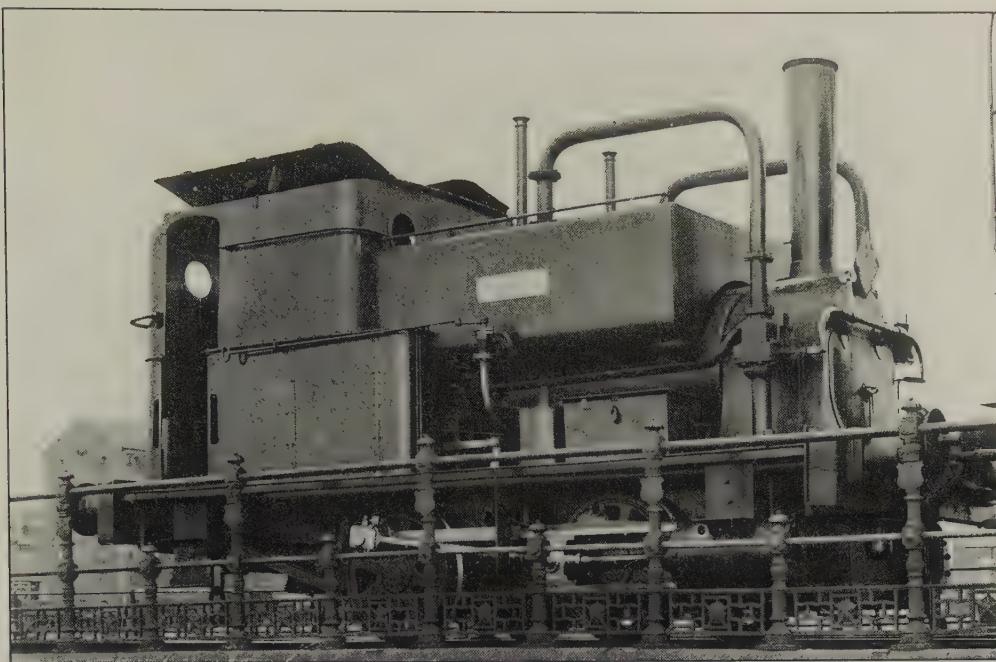
This short section includes some other small tanks of this wheel arrangement that worked around the Southampton area or visited Eastleigh shed or Works.

Here is Eastleigh's C14 class 0-4-0T 30588 in Southampton Docks in the mid-1950s. Under the SR this engine had been numbered 3741.



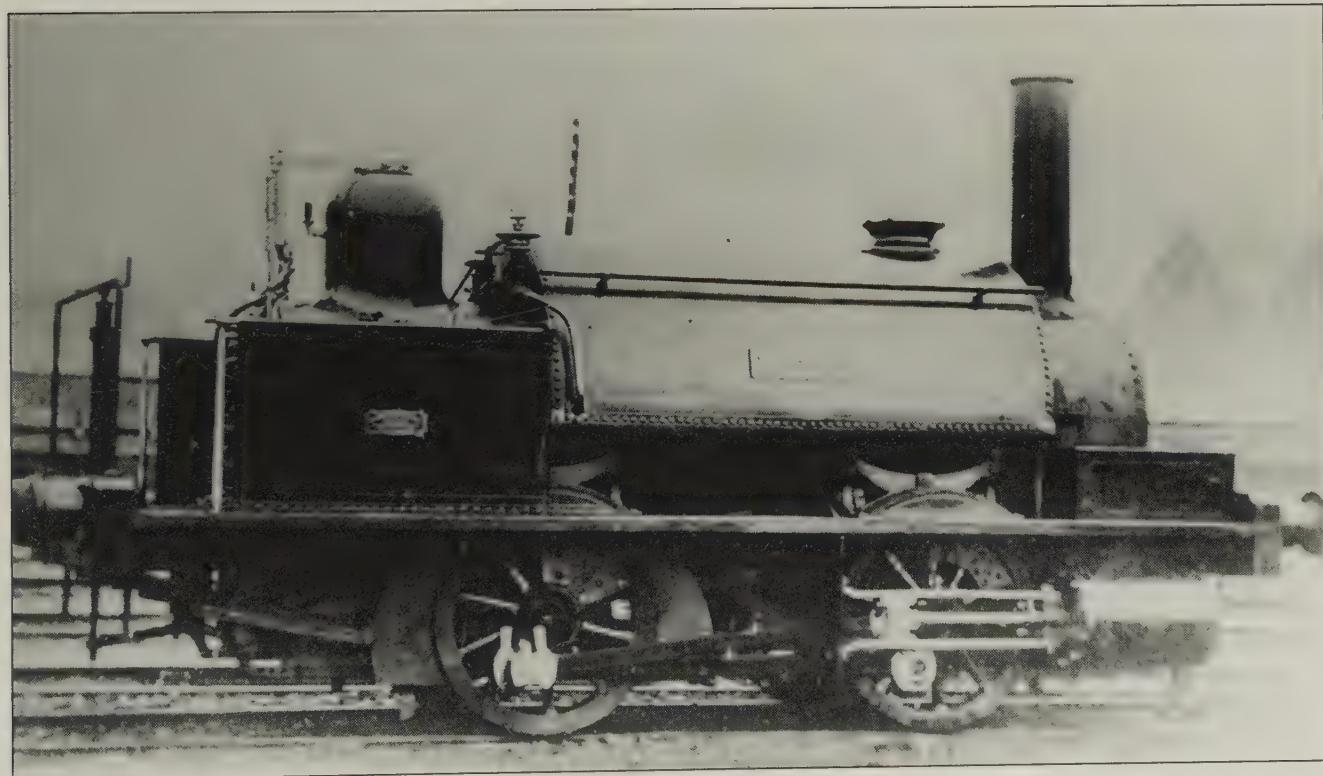
The last survivor of the C14 class was 77S which was in Service stock and was allocated to the Engineer's Department. It was recorded on 4 September 1958 as it made its way slowly along Canute Road near Southampton Docks main gate. It was withdrawn in the following April.

Maurice Dart/Transport Treasury.



This is 0-4-0ST 'SOUTH-AMPTON' which was one of three locos which were built by Andrew Shanks for the LSWR to work trains between Southampton Terminus and the Royal Pier, which entailed crossing Canute Road. Built in 1876 it was numbered 109 changed to 0109 in March 1904. This photo shows the engine near the Royal Pier numbered 109 so it was taken prior to the renumbering date.

In December 1915 the loco was sold to Kynock Ltd, Longparish, Hampshire and is believed to have been scrapped during 1919. C.L.Turner.



The last photo in this section depicts Bodmin & Wadebridge Railway 0-4-0ST 'BODMIN'. The date of the photo is stated to be January 1890 and the engine appears to be in the vicinity of Eastleigh Carriage & Wagon Works. After withdrawal in 1893 it was sent to Nine Elms for immediate scrapping.

Brunel University Transport collection/Clinker Views.

## SHED SCENES AND SERVICE LOCOMOTIVES

The title of this section is self-explanatory.



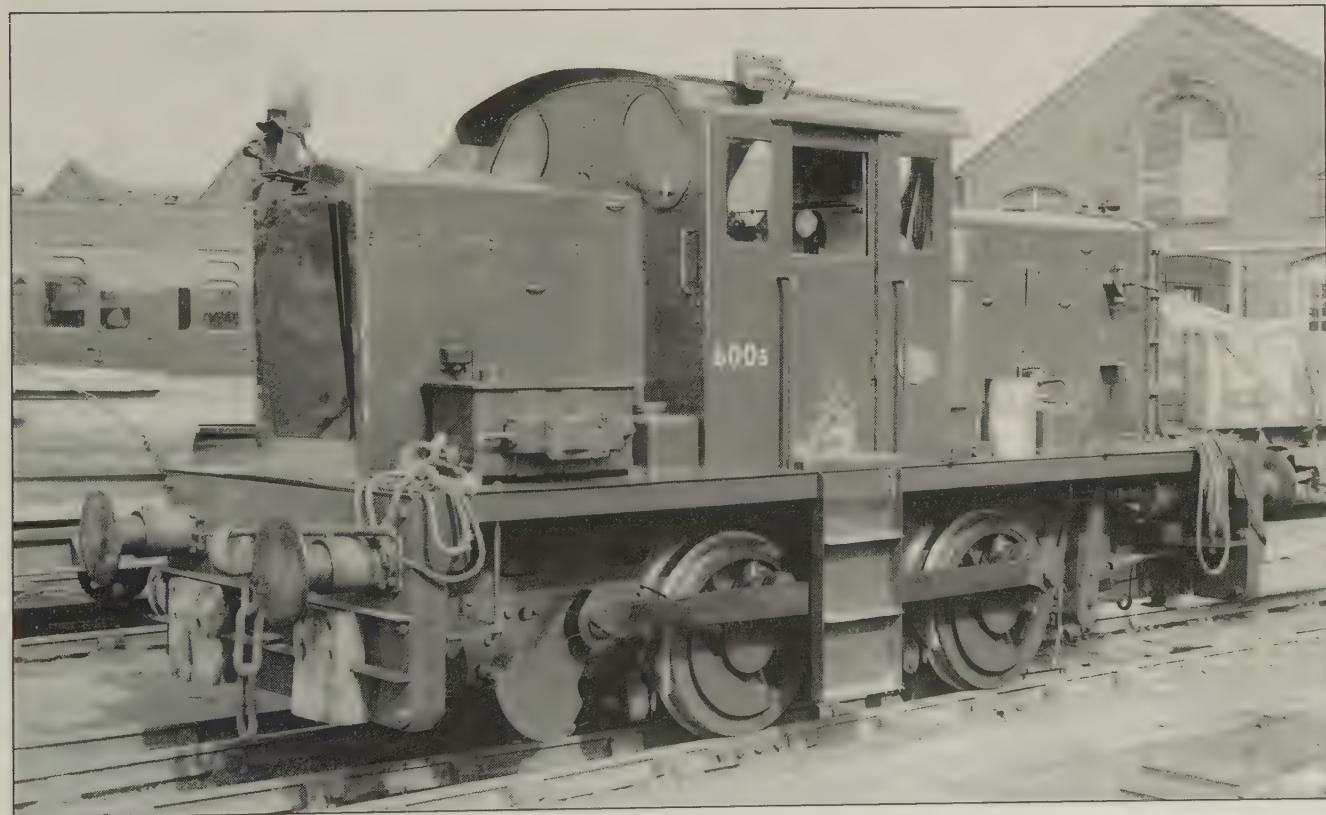
This view looks out from Basingstoke shed on 4 September 1958. On the left is H15 class 4-6-0 30486 from Nine Elms shed. Centre is the shed's U class 2-6-0 31806. On the right is the shed's 'King Arthur' class 4-6-0 30455 'SIR LANCELOT'. Maurice Dart/Transport Treasury.



This is Newport shed in 1947. On the left is an unidentified O2 class 0-4-4T. To its right is E4 class 0-6-2T 2510 which was on trial on the island from 22 February 1947 until 14 April 1949 during which time it was allocated to Newport. Next on the right is A1X class 'Terrier' 0-6-0T 13 'CARISBROOKE'. Far right is E1 class 0-6-0T 4 'WROXALL' with another 'Terrier' behind it.



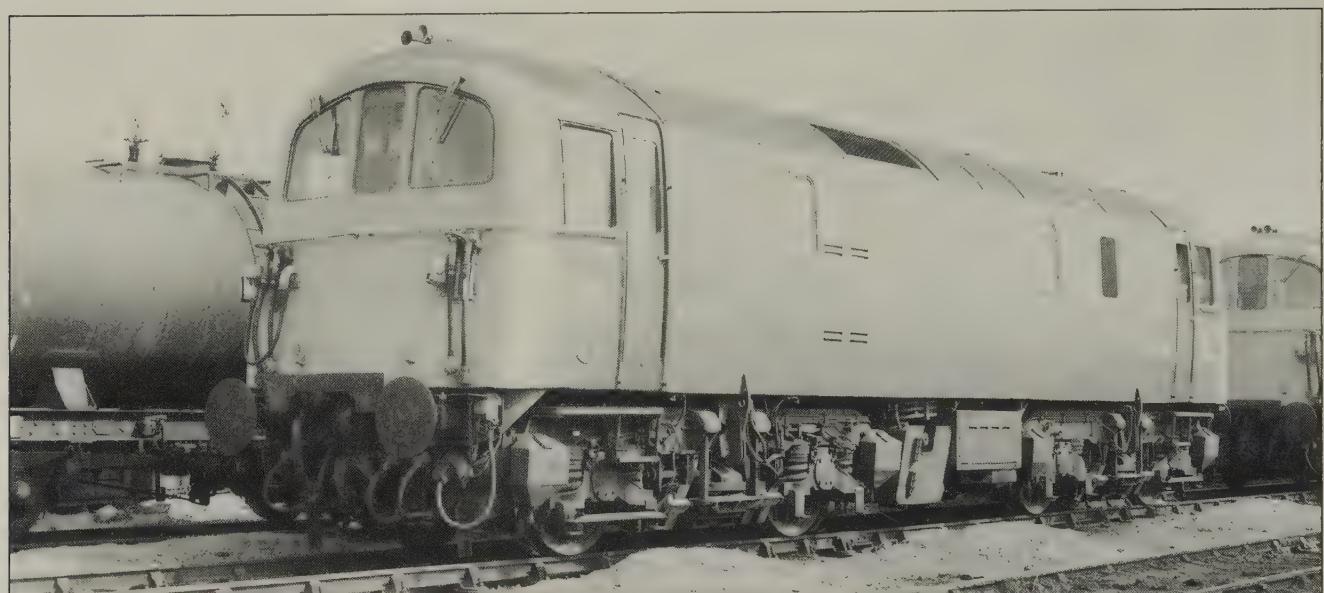
Now we see Service loco 400S hauling some wagons parallel with the road to the New Docks on 29 May 1954. It was a 150hp diesel mechanical built by John Fowler in 1941. It worked at the docks from 1946 until it was withdrawn in 1957. I passed this engine on this line when travelling by coach from Southampton Central to the New Docks in July 1947. M.H.Walshaw/Hugh Davies Photographs.



A very similar locomotive was 600S which worked at Eastleigh Carriage Works from April 1948 until January 1963. It was recorded at the Works in 1960. In the background to the right is GW 13T 5 1/2 plank wagon W115057. R.S.Carpenter Photos.

## ELECTRO-DIESEL AND DIESEL LOCOMOTIVES

A small selection of some of the types which have worked in the area are included.



We commence with class 74 2300/650hp Bo-Bo electro-diesel E6108 at Eastleigh depot in August 1972. This engine started life as Electric E5005 and was converted to an Electro-diesel in April 1968. It became 74008.  
P.H.Groom.

Here is another of the class, 74005 at Eastleigh Works on 20 April 1975. It had previously been numbered D6105 and had originated as Electric E5019.





Hanson liveried 3300hp Co-Co class 59 diesel electric 59002 'ALAN J.DAY'. is passing through Eastleigh on an Up Freight on 5 September 2007. Maurice Dart.



EWS 3200hp Co-Co diesel electric 66110 heads a Down Inter-modal working through Eastleigh on 6 September 2007.

Maurice Dart.



An Up Freightliner Inter-modal working passes through Eastleigh on 5 September 2007 hauled by 3200 HP Co-Co diesel electric 66569.

Maurice Dart.



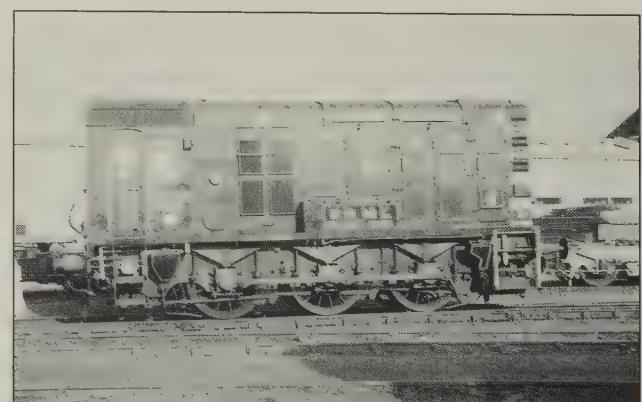
An Up Freightliner Heavy Haul working passes through Eastleigh on 5 September 2007 hauled by 3200 Co-Co diesel electric 66620. Maurice Dart.



A Down GBRF Inter-Modal train passes through Eastleigh on 5 September 2007 hauled by 3200hp Co-Co diesel electric 66717, passing previously seen 66620. Maurice Dart.



Preserved class 07 275hp 0-6-0 diesel electric D2991 was recorded at Eastleigh Works on 27 September 1992 where it is used as Works shunter.



Also at Eastleigh Works on 27 September 1992 was class 08 350hp diesel electric shunter 08642 which also carried its old number D3809. It is named 'BRML EASTLEIGH WORKS'.

## INDUSTRIAL LOCOMOTIVES

We end this volume with a couple of views of non-BR locos which worked in the area.

Two Peckett 0-4-0STs which worked at Portsmouth Gas works at Hillsea were recorded from a passing train on 2 September 1958. The rear engine was called 'SIR JOHN BAKER' and the front loco which is sheeted over is presumed to be No.2 which was Works no.2100 built in 1949. Maurice Dart.

We end with a string of three WD 0-6-0STs, probably at Longmoor on an unknown date. From the left they are numbered 75309, 75310 and 75308 and all have had their coupling rods removed. Have any readers any information on this photo?



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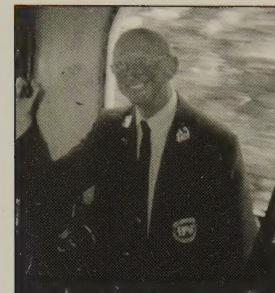
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IMAGES OF  
**HAMPSHIRE AND ISLE  
OF WIGHT RAILWAYS**



**THE AUTHOR**

Maurice Dart was born in Plymouth and, apart from a period in Gibraltar, he has lived in Devon and Cornwall for all of his life. The interest in railways was bred into him almost from birth and has stayed with him. He was educated at Sutton High School, Plymouth followed by Plymouth & Devonport Technical College and worked as a chemist in the China Clay industry for thirty seven years. Through his work connections he gained an intimate knowledge of the Lee Moor Tramway and of China Clay railway operations by the main line railway companies. Following retirement he works as a volunteer on the Bodmin & Wenford Railway mainly in the shop or escorting visiting enthusiasts around the railway. He also acts as a guide for enthusiasts who wish to visit sidings that serve locations owned by Imerys Minerals.

His other main hobby is Folk Dancing, which has taken him to Ireland, Jersey, Portugal and Jugo-Slavia and he dances at times with local Trigg Morris Men from Bodmin. On his dancing trips abroad he managed to find time for railway photography. He also likes to play snooker and enjoys eating out.

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*Images of Wiltshire Railways*

**Front cover photographs:**

**Top:** DS 682 at Eastleigh shed in April 1963.

**Bottom:** Originally numbered 40 and named 'BRIGHTON' it moved to the Isle of Wight where it was numbered W11 and named 'NEWPORT'. It returned to the mainland and in July 1947 it became 2640. 32640 is in Eastleigh Works on 26 June 1964 undergoing restoration.

**Back cover photograph:**

30061, which is shunting in Southampton Docks in January 1962.



HALSGROVE

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